PosiWeave DRIVE and CONTROL
OPERATION AND SERVICE MANUAL

WITH 4.04 SOFTWARE & OPEN COLLECTOR QUAD. (MAGNETIC) ENCODER

WARNING - Read this manual before any installation, maintenance and operation.

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Section 1
SYSTEM DESCRIPTION

The PosiWeave Control can have several varieties of software. One is a 4.04 Version and the other is a 2.X.X Version (the X designates a number). This manual is only for the 4.04 Version. See manual #502-PW-002-01 for the 2.X.X Version. The software version will be displayed in the trigger point window for several seconds when the control is first powered up. It can also be displayed by pushing the Reset Button inside the control on the CPU Board.

There are two different types of Position Encoders used with the Posidyne Clutch/Brake. One is an Open Collector Quadrature (Magnetic) Encoder, which uses a 60 tooth pulse gear to determine position. The other is a Differential Line Driver (Optical) Encoder which uses an Optical Disc to determine position. This manual is only for PosiWeave Systems using an Open Collector Quadrature (Magnetic) Encoder. See manual #502-PW-002-01 for a PosiWeave System using a Differential Line Driver (Optical) Encoder. The Encoder shapes are as follows:

- OPEN COLLECTOR QUADRATURE (Magnetic) ENCODER
- DIFFERENTIAL LINE DRIVER (Optical) ENCODER

1-1 GENERAL DESCRIPTION

The Force Control Industries PosiWeave Drive Package is used to drive and control a chain link fence weaving machine. The Posidyne Clutch/Brake is a Start/Stop device which drives the Twist Bar. It replaces the original clutch and hydraulic stopping system used on many weavers.

The PosiWeave Control is an electronic controller which controls the Posidyne clutch/brake, operation of the Cut-Off, the No-Twist and Stopping the drive upon an E-Stop Signal from limit switches. The number of twists, pickets and rolls are easily programmed into the controller. Manual Adjust buttons are used to position the twist bar for better operation.

There are two types of Posidyne Clutch/Brakes which can be used on the weaving machines. One is - (A) Air Actuated and the other is - (B) Hydraulically Actuated.
A. Air Actuated *PosiWeave* Drive Package.  
(See Figure 1.2)  
The air actuated *Posidyne* Clutch/Brake is the standard system, which is simple and compact. Very little additional hardware is needed for installation. It does require compressed air at a minimum of 80 PSIG, however only approx. 3 CFM is needed. This can be furnished using a small air compressor on each machine if shop air is not available.  

**This Drive Package contains:**  
1. Drive Motor with motor adjusting base.  
2. Input belt drive and guard.  
3. 2.5 *Posidyne* Clutch/Brake unit with manifold mounted control valve.  
4. Positioning Encoder Assembly.  
5. Flexible grid-type Coupling and cover.  
6. Pneumatic Accumulator Assembly.  
9. Remote Operator Station with E-Stop palm button and Reset/Restart Switch.

Figure 1.2 - Air Actuated PosiWeave Drive Package
B. Hydraulically Actuated *PosiWeave* Drive Package.

The hydraulically actuated *Posidyne* Clutch/Brake uses the fluid in the sump of the unit as a medium for actuation rather than air. A small hydraulic pump and motor is used to pressurize some of the fluid to a maximum of 300 PSI for actuation purposes. The system includes a pump motor, a full flow regulator to set maximum system pressure, a regulator for each the clutch and brake, a filter and dirty filter indicator. One of the advantages, in addition to not requiring a compressed air supply, is the system filter. During operation of the clutch/brake some of the fluid becomes burned forming carbon particles. Over time these particles causes wear in the friction discs and drive plates. By filtering the fluid it is kept clean for longer unit life. Also harmful water and mineral deposits found in compressed air do not cause valve and regulator problems. (See Figure 1.3)

This Drive Package contains:
1. Drive Motor with motor adjusting base.
2. Input belt drive and guard.
3. EH-2.5 *Posidyne* Clutch/Brake unit with side mounted pressure relief valve and control valve.
4. Positioning Encoder Assembly.
5. Flexible grid-type Coupling and Cover.
9. Remote Operator Station with E-Stop palm button and Reset/Restart Switch.

![Figure 1.3 - Hydraulically Actuated Drive Package](image-url)
1-2 Posidyne CLUTCH / BRAKE UNIT

The heart of the drive is the 2.5 Posidyne Clutch/Brake. The Posidyne Clutch/Brake is a multiple disc, Oil Shear clutch/brake which uses automatic transmission fluid to provide both cooling and lubrication of the friction surfaces. A patented fluid circulation system is used to maintain this fluid film on the friction surfaces at all times. (See Figure 1.4) By lubricating and cooling the friction surfaces, service life is substantially increased and accuracy improved. The totally enclosed housing also reduces problems associated with dust, dirt and moisture.

NOTE:
For easy removal, the manifold mounted valve and the Positioning Encoders are wired directly to the PosiWeave control box using Brad Harrison quick disconnect cables. Each connector uses a different number of pins so that they cannot be installed in the wrong location.

When at rest the Posidyne Clutch/Brake will be in the neutral position. Neither the clutch or the brake will be engaged.

Torque required to turn the twist bar shaft by hand may be further reduced by manually shifting the main control valve.

CAUTION
This must only be done when the motor is turned Off, Locked Out and not rotating.

1-3 POSITIONING ENCODER ASSEMBLY

A Positioning Encoder Assembly, mounted to the output shaft of the Posidyne Clutch/Brake, contains a dual 60 tooth/single tooth gear with both a Quadrature Encoder and a Magnetic Pick-up.

The Quadrature Encoder is used to count the pulses of the 60 tooth gear as it rotates. The PosiWeave control multiplies the number of teeth by two so one revolution equals 120 pulses. A twist is one revolution. One cycle is the number of twists per picket set on the "Twist Counter". Therefore the total number of pulses per cycle would be the number of twists x 120 pulses per revolution.

Example: 10 Twists x 120 Pulses per Revolution = 1200 Pulses per Cycle. This count is used to stop the twist bar at the end of each cycle. The Quadrature Encoder also counts pulses in either direction. This means as long as the control is powered up it will not lose position even while manually turning the Twist Bar.

The Magnetic Pick-up is used as a "Home Position" flag. On original start-up the control will have to be calibrated to relocate the home position. This process takes two (2) indexes of the drive. The control will index one (1) time to determine where the home position is located and how many pulses are required to stop the drive. The next index will set a trigger point to actuate the control valve so that the drive will stop at the home position.

1-4 PosiWeave ELECTRONIC CONTROL

The PosiWeave control is a highly advanced, reliable, and easy to use electronic control designed specifically for the chain link fence weaving machines. It controls all aspects of the machine operation including the cycle, stopping the twist bar in position after the proper number of twists, actuates the cut-off, actuates the no-twist and restarts the cycle. At the end of the preset number of rolls the machine will stop. A roll offset can also be set to stop the machine at a point where the previous roll can be removed. In addition it will accept inputs from jam detection limit switches and stop the machine.

The PosiWeave control has a digital display for the number of twists, number of pickets and number of rolls. Each item can be set individually. A zero button is included for each setting to quickly re-zero the settings.

The PosiWeave control also has a manual adjust feature which allows the operator to adjust the stop position of the twist bar. This is used if the twist bar is manually twisted to compensate for wire hardness, etc. The twist bar can be adjusted without loosening and moving the coupling.

A quick jog, single turn jog and full cycle jog are all included, as well as an automatic cycle. A key switch is used to restrict access to the program mode if desired.

The PosiWeave also includes the CLPC Series II error correcting closed loop positioning control which stops the twist bar at exactly the right place every index, even during start-up and with changes in wire sizes or hardness.
When starting the control after the power has been off, a calibration mode is used to synchronize the control with the twist bar. Any offset settings which were used on the last run are maintained. Two calibration indexes will set the bar in position. From then on, as long as the power is not removed from the PosiWeave control, further calibration is not required, even when resetting from an E-stop error.

Using Zero powered ram technology, all settings for position, number of twists, number of pickets and number of rolls is maintained in the control during periods when power is removed.

1-5 PNEUMATICS SYSTEM - Air Actuated Posidyne (See Figure 1.5)

The air supply system consists of (2) accumulator tanks furnished with separate regulators and water drains and a manifold mounted valve. The incoming air supply should be maintained at a minimum of 80 PSIG of clean dry air. With this application the, Posidyne Clutch/Brake operates best at a pressure of 35 PSIG for both the Clutch and Brake. One accumulator is for the clutch, the other for the brake. From the accumulator the clutch air and brake air is connected directly to the manifold mounted valve.

1-6 HYDRAULIC SYSTEM - Hydraulically Actuated Posidyne (See Figure 1.6)

The hydraulic system consists of a positive displacement pump, 1 H.P. motor, solenoid valve for clutch or brake selection, separate regulators for the clutch and brake, a full flow maximum pressure regulator, a spin on filter and a dirty filter indicator.

The system operates using the fluid in the clutch/brake sump which is pumped through the filter, full flow regulator, control valve and into the piston and back into the sump. The hydraulic pump must be running to actuate the clutch or the brake.

The full flow regulator sets the maximum pressure of the hydraulic system. It is set for 125 PSI at the factory and should not need to be changed. The small Sun regulators located on the top of the Posidyne set the operating pressure of the clutch and brake. Adjusting this pressure adjusts the torque of the clutch and the brake for smooth operation without excessive slipping. These are normally set to 75 PSI for both the clutch and the brake.

The filter cleans the fluid continuously and should be changed periodically. The vacuum indicator will indicate when the filter element is dirty and should be changed.
Installation of the PosiWeave Chain Link Fence Weaving System consists of the following items and steps:

1. Mounting the Drive Base, which consists of the Posidyne Clutch/Brake with a Manifold Mounted Control Valve and Positioning Encoder mounted on a base with the Main Drive Motor, Belt Drive, Guards and Coupling.

2. Mounting the Pneumatic Accumulator Tank Assembly. (Air Actuated Drive only.)

3. Mounting the Cut-off Actuation Solenoid to the machine.

4. Mounting the PosiWeave Control Box.

5. Mounting any Remote Operators Stations to the machine.

6. Installing the air supply to the Accumulator Tank Assembly and connecting the hoses from the Accumulators to the Manifold Mounted Control Valve. (Air Actuated Drive only.)

7. Wiring the main electrical power to the Drive Motor/Motors* and the PosiWeave Control. The PosiWeave Control to all external components. (See Electrical Connections.)

NOTE:
On the Hydraulic Actuated Drive the Actuation Pump Drive Motor must also be wired up.

2-1 INSTALLATION OF DRIVE BASE
(See Figure 2.1 for Air Actuated Drive)
(See Figure 2.2 for Hydraulic Actuated Drive)

The Drive Base includes the Posidyne clutch/brake, main drive motor with belt drive mounted on a base which mounts on the end frame of the Weaving Machine. A Falk flexible grid type coupling is used to connect the Posidyne output shaft to the Twist Bar Shaft. Two (2) Jack Screw Blocks with Jack Screws are furnished to position the base. Also new longer Bearing Bolts are furnished.
1. Remove the existing main belt drive, clutch and main drive motor.

2. Remove the Twist Bar Shaft and modify as shown in Figure 2.3.

3. Replace the Twist Bar Shaft to its original position and place the R.H. Coupling Seal and Hub on the end of the shaft.

4. Remove the existing bearing mounting bolts and install the new longer bearing mounting bolts. *(These bolts are included in the Installation Package.)*

5. Place the L.H. Coupling Seal and Hub onto the Posidyne output shaft.

6. Set the Drive Assembly in place on the end frame using the new bearing bolts to position it.

7. Included in the Drive Package are (2) Blocks and Jackscrews which are used for alignment purposes. Weld these (2) Jackscrew Blocks to the existing End Base Plate under the Drive Base. *(See Figure 2.1 for location.)*

8. Align the Posidyne shaft and twist bar shaft for proper coupling alignment as per manufacturer's specifications.

9. Install the Coupling Grid and Cover as per manufacturer's specifications. *Make sure the Coupling Cover does not rub on the Encoder Housing.*
2-2 MOUNTING THE PosiWeave CONTROL BOX
(See Figure 2.4)
Mount the PosiWeave Control Box in a position accessible to the machine operator and within reach of the (2) yellow Brad-Harrison cables. Mounting should be on a solid structure away from heat and vibration using the mounting holes provided. (See Figure 2-4 for hole size and location.)

2-3 PNEUMATICS INSTALLATION
(Air Operated Drive Only)
Clean dry air is required to operate the Posidyne Clutch/Brake. It should be a minimum of 80 PSIG supplied to both regulators. 3/4” O.D. pipe or 1/2” I.D. tubing is recommended. Lubricated air is not required for the Posidyne Clutch/Brake.

An Air Accumulator Tank Assembly is furnished with the PosiWeave Drive Package. The assembly consists of two tanks with individual regulators, pressure gauges and water drain cocks for each tank. This system is used to maintain a full supply of air for quick response of the Posidyne.

A. Installation of Accumulator Tanks
1. Mount the assembly in a vertical position with the regulators on top. This assembly should be mounted as close as possible to the Posidyne.
2. Connect shop air to each of the regulators on the accumulators as shown in Figure 1.2.
3. Connect the accumulators to the manifold mounted control valve located on top of the Posidyne from the port near the middle of each tank. (It is not important which tank is used for the Clutch and which is used for the Brake.) Set the air pressure to 35 PSIG. This can be adjusted later if the operation is too harsh or sluggish.

2-4 CUT-OFF ACTUATOR and NO-TWIST ACTUATOR INSTALLATION
A. Cut-Off Actuator (See Figure 2.5)
The Drive Package comes with a Cut-Off Actuation Assembly, which is pre-assembled at the factory. This assembly is used to actuate the Cut-Off Clutch. The assembly consists of a Mounting Bar, Solenoid, Cover, Clevis, Crank Arm and a 6 ft. long Electrical Cable.

The installation procedure is as follows:
1. Position the Cut-Off Actuation Assembly into the machine as shown in Figure 2.5.
2. Weld the ends of the Mounting Bar to the existing frame members.
3. Clamp the Crank Arm around the Cut-Off Shaft. It must be positioned to allow a 1/2” to 1” gap between the solenoid plunger and housing when pin is engaging clutch cam as shown in Figure 2.5.

B. No-Twist Actuator
The No-Twist Actuator is an existing electric solenoid on the machine. Refer to Section 2-5 for electrical connections.
2-5 ELECTRICAL CONNECTIONS
(See Figure 2.6 for Pneumatic Actuation without Rear Remote Station)
(See Figure 2.7 for Pneumatic Actuation with Rear Remote Station)
(See Figure 2.8 for Hydraulic Actuation without Rear Remote Station)
(See Figure 2.9 for Hydraulic Actuation with Rear Remote Station)

Electrical connections consist of connecting the main power to the drive motor or motors, to the PosiWeave control and the PosiWeave control to all of the external components:

**WARNING:**
Low voltage wiring (less than 50 volts) should never be in close proximity to high voltage wiring (greater than 50 volts). Failure to do so may cause improper operation.

Low voltage wiring typically consists of encoder, air valve, remote operator station, wire feed and jam limit switches.

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Figure 2.6 - Field Wiring Diagram (Pneumatic Actuation without Rear Remote Station)
Figure 2.7- Field Wiring Diagram (Pneumatic Actuation with Rear Remote Station)
Figure 2.8 - Field Wiring Diagram (Hydraulic Actuation Without Rear Remote Station)
Figure 2.9 - Field Wiring Diagram (Hydraulic Actuation with Rear Remote Station)
A. Main Power to PosiWeave Control

The main power to the PosiWeave Control should be 115 VAC or 230 VAC and 150 Watts. The Input Power Selector must be set to match the input voltage. The Selector is located in the upper left corner of the Internal Power Supply Board (See Figure 2.10). The factory default setting is 115 VAC.

![Figure 2.10 - Input Power Selector](image)

The power should be clean and good quality similar to that used for other controllers. A dedicated transformer is recommended to convert 460 VAC, 3 Phase to 115 VAC, Single Phase.

**WARNING**
The PosiWeave Control must be grounded to an earth ground. Not doing so can result in unexpected results due to noise and voltage levels induced from other equipment such as motors.

1. Connect 115 VAC (black) to terminal (#1) on the Field Terminal Strip.
2. Connect Neutral (white) to terminal (#2) on the Field Terminal Strip.
3. Connect Earth Ground (Green) to terminal (#3) on the Field Terminal Strip.

B. Main Drive Motors

The PosiWeave Control will control the starting of the Main Drive Motor and the Cut-Off/No Twist Motor through the motor starters. The motor starter coils can be wired in parallel to the control.

**NOTE:** The motors are interlocked in the PosiWeave Control to stop when an E-Stop is initiated.

![INPUT POWER SELECTOR SWITCH (115 VAC/230 VAC)
Factory Set at 115VAC](image)

1. Connect 115 VAC (black) from motor starter coil to terminal (#6) on the Field Terminal Strip.
2. Connect Neutral (white) from motor starter coil to terminal (#7) on the Field Terminal Strip.

C. Water Pump Motor to PosiWeave Control

The Water Pump Motor is driven directly by the PosiWeave Control through 115 VAC outputs. It will be turned on when "Power On/Off" switch (#1) is turned "ON".

1. Connect 115 VAC (black) from motor conduit box to terminal (#4) on the Field Terminal Strip.
2. Connect Neutral (white) from motor conduit box to terminal (#5) on the Field Terminal Strip.

D. Hydraulic Pump Motor (If Used)

The Hydraulic Pump Motor is controlled by the PosiWeave Control through the motor starter. It will be turned on when "Power On/Off" switch (#1) is turned "ON".

1. Connect 115 VAC (black) from motor conduit box to terminal (#4) on the Field Terminal Strip.
2. Connect Neutral (white) from motor conduit box to terminal (#5) on the Field Terminal Strip.

E. Remote Operators Station (Front) to PosiWeave Control

A Remote Operators Station is included with the PosiWeave Control. It should be mounted on the front of the machine convenient to the operator. Close to the original manual cut-off handle is suggested. It includes an "E-Stop" button and a "Reset/Restart" switch. A wiring cable is furnished and pre-wired into the Remote Station. It will need to be wired into the PosiWeave Control.

1. Remove jumper and connect the Remote Operator E-Stop Contacts to terminals (#16) and (#17) on the Field Terminal Strip.
2. Connect the Restart Contacts to terminals (#18) and (#19) on the Field Terminal Strip.
3. Connect the Reset Contacts to terminals (#20) and (#21) on the Field Terminal Strip.

F. Optional Remote Operators Station (Rear) to PosiWeave Control

An optional Remote Operators Station can be located at the rear of the machine so the machine can be operated without coming back to the front, Locate this Remote convenient to the operator on the back of the machine.
1. Remove jumper and connect the Remote Operator E-Stop Contacts to terminals (#14) and (#15) on the Field Terminal Strip.

2. Connect the Restart Contacts to terminal (#19) on the Field Terminal Strip and wire (#191) from the Front Remote Station. Wire (#191) is removed from terminal (#19) and connected to wire (#181) from the Rear Remote Station.

3. Connect the Reset Contacts to terminals (#20) and (#21) on the Field Terminal Strip.

G. Wire Jam Limit Switch to PosiWeave Control

The Wire Jam Limit Switch is a normally closed switch which opens when a malfunction occurs. It is normally located near the end of the twist bar by the cut-off.

1. Remove jumper and connect to terminals (#12) and (#13) on the Field Terminal Strip.

H. Wire Feed Limit Switch (Front) to PosiWeave Control

The Wire Feed Limit Switch is normally located on the front straightener bracket to detect a jam coming off the coil.

1. Remove jumper and connect to terminals (#10) and (#11) on the Field Terminal Strip.

I. Wire Feed Limit Switch (Rear) to PosiWeave Control

The Wire Feed Limit Switch is normally located on the rear straightener bracket to detect a jam coming off the coil.

1. Remove jumper and connect to terminals (#8) and (#9) on the Field Terminal Strip.

NOTE: Additional limit switches or E-Stops can be wired in series with others if necessary.

J. Cut-Off Solenoid to PosiWeave Control

The Cut-Off Solenoid is powered by the PosiWeave Control with 115 VAC, single phase, 60 Hz.

1. Connect to terminals (#22) and (#23) on the Field Terminal Strip.

K. No Twist Solenoid to PosiWeave Control

The No Twist Solenoid is powered by the PosiWeave Control with 115 VAC, single phase, 60 Hz.

1. Connect to terminals (#24) and (#25) on the Field Terminal Strip.

L. End of Run Contacts

The End of Run Contacts are dry contacts used to actuate a horn or light when the end of a run is reached.

1. Connect to terminals (#26) and (#27) on the Field Terminal Strip.

M. Posidyne Clutch/Brake Control Valve to PosiWeave Control

The Posidyne Clutch/Brake Control Valve is connected to the PosiWeave Control through a 4-Pin Brad Harrison Cable. This is normally pre-wired at the factory.

1. Connect the (white) wire to terminal (#30) on the Field Terminal Strip.

2. Connect the (black) wire to terminal (#31) on the Field Terminal Strip.

3. The other two wires are not used.

N. Position Encoder Sensor and Home Sensor to PosiWeave Control

The Position Encoder Sensor and Home Sensor are located in the Position Encoder Assembly mounted on the output housing of the Posidyne Clutch/Brake Unit. They are connected to the PosiWeave Control through a 5-Pin Brad Harrison Cable. This is normally pre-wired at the factory.

1. Connect the (white) wire to terminal (#Z) on J-5 terminal strip located on the Power Supply Board.

2. Connect the (green) wire to terminal (#B) on J-5 terminal strip located on the Power Supply Board.

3. Connect the (orange) wire to terminal (#A) on J-5 terminal strip located on the Power Supply Board.

4. Connect the (black) wire to terminal (#RET) on J-5 terminal strip located on the Power Supply Board.

5. Connect the (red) wire to terminal (#PWR) on J-5 terminal strip located on the Power Supply Board.

NOTE: Terminals (#8) through (#13) must have a jumper across them if an external limit switch is not connected to them.

This completes the Installation and Wiring of the PosiWeave Control.
Section 3

**PosiWeave** CONTROL PANEL

FEATURES and FUNCTIONS

The *PosiWeave* Wire Weaving Electronic Machine Control is a dedicated control when combined with the 2.5 *Posidyne* Clutch/Brake, will transform a traditional Fence Weaving Machine into a user friendly, more reliable and more productive machine. The following is a description of the Control Panel and the functions and features of each control.

Figure 3.1 - Front PosiWeave Control Panel
3-1 FRONT PANEL CONTROLS

1. "Power" Switch - This switch turns power ON/OFF to the control. When the switch is rotated to the ON position, the control is powered. The green Power button/light (#1A) in the lower right hand corner will become illuminated.

   NOTE: When the green Power button (#1A) is illuminated and the HOA Switch is in the Hand mode, pressing this button will engage the Posidyne clutch and "JOG" or rotate the Twist Bar for as long as the button is pressed. When released, the Posidyne brake will set and stop the Twist Bar at random.

2. "HOA" Switch - The HOA (Hand/Off/Automatic) Switch is the main control switch. It lets the operator run the machine in either Hand or Automatic Mode.

   NOTE: The picket and roll counters are disabled when the HOA Switch is in the Hand mode.

3. "CAL" Button - The CAL button is used to Calibrate the machine. Calibrating the machine is required upon initial start-up, after power is turned off, if the Reset button (#5) on the CPU Board has been pushed, or at any time the Ready light is not illuminated. When pushing this button, the machine will index one or two times and stop. The button needs to be pressed one or two more times until the Ready light is illuminated. This procedure teaches the control where the Home Position is and what it takes to stop at this position. The Home position is a point on the output shaft (relates to the key and the home sensor in the Position Encoder.) That is a reference point for positioning of the Twist Bar. Home position is further defined as the position where the Posidyne stops when the Manual Adjust is set to "0" and the Position Display reads "0".

   NOTE: The "HOA" Switch must be in "Hand" position for the "CAL" button to function.

4. "JOG" Switch - The JOG Switch lets the operator make single diamonds, partial pickets or full pickets. Turning the switch to the left (Single Turn) yields a single twist (diamond). Turning the switch to the right (Jog/Full Cycle) will make diamonds as long as the switch is maintained in this position. If the switch is maintained long enough it will make a full picket and stop. Regardless of which position is chosen, when the Twist Bar stops, the control is programmed to stop the Twist Bar in the desired position, as entered by the operator with the Manual Adjust.

   NOTE: On some early Models this switch is spring loaded to "OFF".

5. "E-STOP" - There is an E-Stop button on the PosiWeave and each Remote Station. This mush-
CAUTION: The relative number displayed in the counter will be set to zero whenever the Zero Count button is pressed.

8. "# of Pickets" Counter - This counter displays the # of Pickets made while the HOA Switch is in the Auto mode. This counter can be preset for the # of Pickets made per roll. It is preset in the same manner as the # of Twists described in (#7). All counters are preset, adjusted and increased or decreased in the same manner.

Once the # of Pickets is preset, the counter will display the relative Picket number and will be increased each time a full picket is made. Once the preset # of Pickets is reached, the # of Pickets Counter will reset to zero and will send a signal to the # of Rolls counter. Each time a signal is sent to the # of Rolls counter, the Set Point button will illuminate. The signal is adjustable from .125 to 1.4 seconds. The number in the display can be increased or decreased to account for any pickets that were removed, or added after a jam occurred. To do this the "Run/Program" key switch must be turned to "Program".

CAUTION: The relative number displayed in all counters will be reset to zero whenever the Zero Count button is pushed.

9. "# of Rolls" Counter - This counter displays the # of Rolls made while the HOA switch is in the Auto mode. This counter can be preset for the number of rolls per shift or job. It is preset in the same manner as the # of Twists described in (#7). All counters are preset, adjusted and increased or decreased in the same manner.

When this counter is preset to a desired number, the # of Rolls counter will stop the machine when this preset number is attained. If the # of Rolls counter is set to zero, the display will show the relative number of rolls made during that particular time period. Also an alarm or light can be actuated at the end of a roll.

CAUTION: The relative number displayed in the counter will be set to zero whenever the Zero Count button is pressed.

NOTE: All the counters are disabled when the HOA switch is in the Hand mode.

10. "Manual Adjust" Display - This LED displays the amount of rotation the Twist Bar will stop before or after the Home Position. This lets the operator manually adjust where the Twist Bar stops. Increasing the Manual Adjust stops the bar 3° towards the operator for each count added. Decreasing the Manual Adjust stops the bar away from the operator. Example: Assume the control finds Home to be at 12:00 o'clock (top dead center). The operator can set the Stopped Position of the Twist Bar at 9:00 o'clock, 3:00 o'clock or any where in between. The Increase button (#10A) and the Decrease button (#10B) is used to make this adjustment.

11. "RST" Button - This Reset button is used to reset errors that may occur during operation. Each type of Error has its own code that is displayed in the Trigger Point Window as an E-1 through E-84. See Section 5 for a description of each Error Code. A typical error would be when limit switches trip. The Fault LED will illuminate and E-11 will be displayed in the Trigger Point Window. The error can be Reset using the RST button on the control or the Reset button on the Remote Station after the limit switch has been corrected.

NOTE: Each time the RST button is pressed, the Fault Reset LED will illuminate.

12. "CUT-OFF - TWIST/KNUCKLE" Switch - This switch is enabled when the HOA switch in the Hand mode. When turned to the left, it will send a signal to engage the Cut-off Knife. When turned to the right, it will send a signal not to Twist or Knuckle. This switch is spring loaded and will return to the center when released.

13. "Trigger Point" Window - In order for the Posidyne to stop at the Home Position, or a Manually Adjusted Position, the control must send a signal to the Posidyne Brake at some period before it gets to the desired Stop Position. The Trigger Point window displays the amount of counts needed for the Posidyne to stop at the desired Stop Position.

Example: If the desired Stop Position of the Twist Bar is at 12:00 o'clock, the control must send a signal at some period before 12:00 o'clock. For this example, let's say the brake must be applied at 10:00 o'clock so the Twist Bar comes to rest at 12:00 o'clock (assuming clockwise rotation). The distance between 10:00 o'clock and 12:00 o'clock is 25 counts. The Trigger Point display will read 25.

14. "Position" Window - This window displays the absolute position of the Twist Bar. The Encoder counts 120 counts per revolution of the Twist Bar. If the # of Twist is set for 10 (# of diamonds per picket), the control will count to 1200 (10 x 120) counts and stop. While the Twist Bar is rotating, the Position window will display the absolute position of the Twist Bar. If the Twist Bar stops anywhere in between, the display will show this position.

Example: If the Position window reads 480, the Twist Bar traveled 4 revolutions and stopped.
At the end of each full cycle, the Position window should display a count that is equal to the Manual Adjust window, plus or minus 2 counts.

NOTE: If the Manual Adjust is set to zero, and the Posidyne stops the Twist Bar and the Position window reads 0, then this position is defined as Home Position.

We recommend that you first run the Posidyne with the Manual Adjust set at 25 before installing the Twist Bar. When the Position window reads 25, install the Twist Bar in the desired Stopped Position. This will make it easier to read the different window displays.

15. LED's - There are several LED's mounted on the Front Panel of the PosiWeave Control. Most of them are used to monitor the Inputs/Outputs of the system. They are broken down into 4 blocks as shown below.

---

### LED BLOCK #1
- On
- Calibrating
- Ready

### LED BLOCK #2
- Cycle Start
- Cycle Run
- Clutch On
- Brake On
- Solenoid Drivers Fault

### LED BLOCK #3
- Channel A
- Channel B
- Position Sensor
- Home Sensor

### LED BLOCK #4
- Fault
- Fault Reset

---

**LED BLOCK #3**

**Channel A** - On when input from Signal A of the Position Sensor is present.

**Channel B** - On when input from Signal B of the Position Sensor is present.

**Home Sensor** - On when input from Home Sensor is present. This light may be off when input from the Home Sensor is present. This depends on the “X1” Jumper (#8) setting located on the CPU Board.

**LED BLOCK #4**

**Fault** - On when one of the coded faults is present.

**Fault Reset** - On when the RST button on the control or Reset on the Remote Station is pressed.

3-2 INTERNAL CONTROLS
(See Figures 3.2 and 3.3)

**A. PosiWeave CPU Board**

1. **#S5 Dip Switch** - Used to set Control Mode. The Default Settings are as follows: 1 = ON; 2 = OFF; 3 = OFF; 4 = ON

2. **#S4 Dip Switch** - Watchdog Timer. Times out and stops control. Displays E-4 in "Trigger Point" display if cycle is not completed in set time. (Default Setting = 500 Milli-Seconds.) The Default settings are: 1 = OFF; 2 = ON; 3 = ON; 4 = OFF.

3. **#S3 and #S2 Dip Switches** - Max Count Timers. Sets the number of pulses per cycle. One revolution of twist bar = one cycle.

**#S3 Max Count High** default settings: All switches OFF.

**#S2 Max Count Low** default settings: 1 = OFF; 2 = OFF; 3 = OFF; 4 = ON; 5 = ON; 6 = ON; 7 = ON; 8 = OFF.

4. **#S1 Dip Switch** - Encoder Control. Used to set the resolution of the encoder. Default Setting = X2. Example: (60 tooth pulse gear) X 2 = 120 pulses per revolution.

Default Settings: 1 = ON; 2 = OFF; 3 = OFF; 4 = OFF; 5 = OFF; 6 = ON; 7 = ON; 8 = OFF.

5. **"System Reset" Button** - Resets the CPU. It must be pushed when any changes are made to the dip switch settings.

6. **"J4" Serial Communications Adapter** - Presently not used. It will be used as a communications port in the future.

7. **LED-1 to LED-7** - not used.

8. **"X1" Jumper** - "Home" Switch Polarity - This determines if the "Home" Switch LED comes on when in "Home" position or goes off when in "Home" position.
   Jumper on upper (2) pins = Single Ended Home Switch. (Default Setting)  
   Jumper on lower (2) pins = Differential Ended Home Switch.  
   Jumper on upper (2) pins = Single Ended Encoder. (Default Setting)  
   Jumper on lower (2) pins = Differential Ended Encoder.  
11. LED11 Over Temperature - Indicates when this condition exists.  
12. LED12 Low Air Pressure - Indicates when this condition exists.  
13. LED13 Cal Req - Indicates when a signal is being received to calibrate.  

B. Weaver Board  
1. Cycle Timers - These (4) Cycle Timers are labeled from left to right: (1) Restart Time; (2) Cut Off Time; (3) No Twist Time; (4) End of Run Time. Each Timer is factory set, but can be changed to suit your requirements. (See Section 4-3 Setting the Cycle Timers for this procedure.)  
2. LED-1 (Logic Power Light) - Indicates when power is on to the Weaver Board.  
3. LED-2 (E-Stop Indicator Light) - Indicates when an E-Stop or limit switch is open.  

C. Power Supply Board  
1. "S2" Input Power Selector - Selects 115 VAC or 230 VAC for Input Power. Default setting is 115 VAC.  
4. "X3" Jumper - Encoder Power Level Adjust. Used to set the power level supplied to the Encoder. Options are 5V, 12V and 15V. Default is 12V.  
5. LED14 - Encoder Power. Indicates when power is on to the Encoder.  
6. LED15 - Logic Power. Indicates when power is on to the CPU Board.  
7. "X1" Jumper - Over temperature. This enables (turns ON) or disables (turns OFF) the Over Temperature Circuit.  
   Left (2) pins = ON  
   Right (2) pins = OFF (Default Setting)  
8. LED12 - Over Temperature. Indicates if circuit is normally open or normally closed.  
   Light ON = Normally Open  
   Light OFF = Normally Closed  
9. "X2" Jumper - Low Air Pressure. This enables (turns ON) or disables (turns OFF) the Low Air Pressure Circuit.  
   Left (2) pins = ON  
   Right (2) pins = OFF (Default Setting)  
10. LED13 - Low Air Pressure Indicates if circuit is normally open or normally closed.  
    Light ON = Normally Open  
    Light OFF = Normally Closed  
11. "SSR1" Solid State Relay - Used to start the Main Motor and Cut-Off Motor. LED1 indicates circuit is ON.  
   (NOTE: "SSR2" to "SSR8" is not used.)  
12. "SSR9" Solid State Relay - Used to "Cycle/Restart" the control from a Remote Station. LED9 indicates circuit is ON.  
   (NOTE: "SSR10" is not used.)  
13. "SSR11" Solid State Relay - Used to reset the control from a Remote Station. LED11 indicates circuit is ON.  

D. Lower Relay Panel  
1. Circuit Breaker - Used to protect all 115 VAC circuits. (Main motor starter, water pump motor and hydraulic actuation pump motor starter.) Total amperage cannot exceed 200 VA.  
2. Restart Cycle Relay - Used to restart the cycle. Connected to the Restart Timer.  
4. No Twist Solenoid Relay - Used to energize the No Twist Solenoid. Connected to the No Twist Timer.  
5. End of Run Relay - Dry contacts. Used to actuate a warning alarm or light at the end of a run. Connected to the End of Run Timer.  
6. E-Stop Relay - Used to stop the control from the E-Stops or Limit Switches.
Figure 3.2 - PosiWeave Internal Controls (L.H. Side)
Figure 3.3 - PosiWeave Internal Controls (R.H. Side)
When the PosiWeave Control is turned ON it will need to be Calibrated before it will run. This will need to be done after each time the control has power removed from it. The Calibration can be done with or without wire in the machine.

4-1 CALIBRATING THE PosiWeave CONTROL  
(See Figure 4.3)  
1. Turn the "Power" switch (#1) clockwise to "On" position. The "Power On" Light (#1A) will come on.  
2. Turn the "H-O-A" Switch (#2) CCW to "Hand" position. The motor should start running and the "On" LED will light.  

NOTE: Due to the interlock built into the PosiWeave Control the "H-O-A" switch (#2) must be in "Hand" or "Auto" for the motor to run.  
3. Press the "CAL" button one time. The drive will make one or two revolutions and stop (probably out of position).  
4. Press the "CAL" button again. The drive will index one revolution and should stop at or near position. The green "Ready" LED should come on.  
5. Turn the "Jog" switch (#4) CCW to "Single Turn" and release. This is a spring centered switch and it will return to the "Off" position. The bar should turn one revolution and stop in position. If still out of position, jog several times. The bar should stop consistently at the same position. If the bar is in position continue on to 4-2 Programming the PosiWeave Control. If the bar does not stop in position go to step #6.  

6. The Stop Position can be corrected by adding in a Manual Adjustment. Set the "Manual Adjust" (#10) using the "Increase" and "Decrease" touch-pad buttons (#10A and 10B) to move the bar into the desired position. The "Increase" button (#10A) will rotate the bar towards the operator. The "Decrease" button (#10B) will rotate the bar away from the operator. Each digit entered will rotate the bar approx. 3°. Jog the bar again to check position. Continue adding in Manual Adjustment until the bar stops in the desired position.  

NOTE: The PosiWeave should not be operated with a negative Manual Offset. 

The PosiWeave Control is now calibrated and ready to be programmed for the size fence to be made. 

4-2 PROGRAMMING THE PosiWeave CONTROL  

The PosiWeave Control has a key operated "Run/Program" mode switch (#6) which allows the key to be removed after programming so the settings cannot be changed. The Control must be in the "Program" mode to make the following settings. (See Figure 4.3) 

1. Set "Run/Program" Mode - Set to "Program" allows the PosiWeave Control to be programmed. 
   (a) Insert the key in the "Run/Program" Switch (#6) and turn CW to "Program". 

2. Set Number of Twists - Sets the number of twists which determines the height of the product before the Cut-Off is actuated. 
   (a) Push and hold "Set Point Cutoff" button (#7A). Turn "Count" switch (#7B) CW or CCW to set the number of twists in the "# of Twists" display. (#7). Release button (#7A).  
   (b) If the control has just been calibrated note the number of twists in the "# of Twists" display. (#7). Push and hold the "Zero Count" button (#7C), turn the "Count" switch (#7B) CW or CCW to get the number that was previously displayed. This will now have the correct number of twists actually made during calibration. 

3. Set Number of Pickets - This will set the number of pickets at which the "No Twist" is actuated marking the end of the roll. 
   (a) Push and hold "Set Point No Twist Signal" button (#8A). Turn "Count" switch CW or CCW to set the number of pickets in the "# of Pickets" display (#8). Release button (#8A). 

4. Set Number of Rolls - When this set point is reached the control will stop the machine automatically. 
   (a) Push and hold "Set Point End of Run" button (#9A). Turn the "Count" switch (#9B) CW or CCW to set the number of rolls in the "# of Rolls" display. (#9). Release button (#9A). 

5. Set Number of Pickets for Roll Offset - Allows a Set Point to stop the machine when the "No Twist" picket has reached a point where the roll can be removed. If a stop is not desired at this point, set the "Roll Offset" to zero. 
   (a) Double push and hold "Set Point No Twist" (#8A). The display will show ". . . . . " along with any previous number. This indicates the number set is the Offset Number. Turn "Count" switch (#8B) CW or CCW to set the number of pickets. 

NOTE - To determine where this point is, run the machine until the marked picket is in position. Note the "Number of Pickets" run. Set the "Roll Offset" to this amount. 

Turn the "Run/Program" key (#6) to "Run" and remove the key. The Control is now programmed and ready to operate.
4-3 SETTING THE CYCLE TIMERS
(See Figure 4.1)
There are (4) Cycle Timers in the PosiWeave Control located on the backside of the enclosure door. They are labeled from left to right, (1) Restart, (2) Cut-Off, (3) No Twist and (4) End of Run. Each timer is adjustable between .025 and 1.4 Seconds. Fully CCW is minimum and CW is maximum. Total rotation is 270°.

![Figure 4.1 Setting Cycle Timers](image)

1. **Set Restart Timer** - This timer sets the time interval between the end of the first cycle and the beginning of the next cycle. This time should be set to maximum (Fully CW) on start-up. This can be reduced, after the machine is running, to the minimum time that will operate the machine properly.

2. **Set Cut-Off Timer** - This timer is set to allow the Cut-Off Solenoid time to actuate long enough for the Clutch to engage, but release soon enough so the Cut-Off does not make a double cut. To set initially, turn fully CCW, then CW approx. 75° to the 4:00 o'clock position. To check the "ON" time turn the "Cut-Off/ Twist Knuckle" switch (#12) CW. Check the "ON" time of the light in the "Cut-Off Signal" button (#7A).

3. **Set No Twist Timer** - This timer is set to allow the No Twist Solenoid time to dis-engage the Twist/Knuckle Cutch for one picket only. If set too long the No Twist will miss two pickets. To initially set turn fully CCW, then CW approx. 75° to the 4:00 o'clock position. To check the "ON" time turn the "Cut-Off/ Twist Knuckle" switch (#12) CW. Check the "ON" time of the light in the "No Twist Signal" button (#8A).

4. **Set End of Run Time** - This timer is used to set the length of time that a light or buzzer is turned on indicating that a number of rolls have been completed. To set initially turn fully CCW, then CW approx. 45° to the 3:00 o'clock position.

4-4 THREADING THE MACHINE
(See Figure 4.3)
1. Use the green "Jog/Power" button to make partial turn jogs for threading the machine.

2. When threaded, the "Cutoff/Twist Knuckler" switch (#12) can be turned CCW to "Cutoff" position to manually actuate the Cutoff Knife.


4. Turning the "Jog" switch (#4) CCW to "Single Turn" will jog the bar one complete revolution and stop in position. Do this until you are satisfied that the wire is running properly.

5. Turning the "Jog" switch (#4) CW to "Full Cycle" and holding will turn the bar the number of turns for a complete cycle and stop. Release and turn again and another full picket can be made. Releasing the switch at any time will stop the bar in position. Starting again at this point and holding the switch will complete the picket and stop.

6. Check the number of pickets in the 
   "# of Pickets" display. If unusable pickets were made and removed during start up, remove that number by rotating the "Count" switch (#8B) CCW once for each picket being removed. Pushing the "Zero Count" button (#8C) will zero the display. The number of roll can be adjusted the same way.

7. When satisfied that the machine is operating properly, turn the "H-O-A" switch CW quickly to "Auto". The drive will now rotate the bar the proper number of twists for a picket, stop, cut-off and restart.

   **NOTE**: If the drive does not run in "Auto" turn the "H-O-A" switch back to "Hand", wait for the motor to reach full speed, then turn quickly to "Auto".

The machine should run continuously on its own until the "Roll Offset" or the # of Rolls" are made.

4-5 OPERATION OF THE PosiWeave
(See Figure 4.3)
During operation of the machine there are several features which will make operation easier.

1. **Remote Station** - One remote station is included with the PosiWeave Control. (See Figure 4.2) Additional remote stations can be added, particularly at the rear of the machine if the operator will be removing rolls.

   (a) The remote station consists of an E-Stop button and a rotary switch with "Reset" and "Restart" positions.

   (1) "Reset" Position - This position resets a fault such as an E-Stop or stop from a jam detection limit switch. This will also restart the machine. If power is turned on while in "Reset" position an E-1 Error will occur.
2. E-Stops - There is an E-Stop button on the PosiWeave Control and on each Remote Station.

(a) The PosiWeave Control will stop the machine and shut off the motor when any E-Stop button is pushed. An "E-11" will show in the "Trigger Point" display (#13), the red "Fault" LED will come on and the motor will stop.

NOTE: Using the E-Stop on the remote station is a convenient way to stop and start the machine for any purpose including any impending jams, bad pickets or other problems. Using the E-Stop for a stop, rather than the "H-O-A" switch assures that the twist bar will stop in position.

WARNING: Do not use any jam detection limit switches to manually stop the machine.

(1) Restarting the machine from the PosiWeave Control - Pull out the E-Stop button (#5), push the "RST" touch-pad button (#11) and turn the "H-O-A" switch (#2) CCW to "Hand" position to restart the motor. The machine may now be jogged. Turn the "H-O-A" switch to "Auto".

(2) Restarting the machine from the Remote Station - Pull out the E-Stop button, turn the switch CW to "Reset". The motor should start. When the motor is up to speed turn switch CCW to "Restart". The machine should continue in its normal cycle.

NOTE: Normally with this type of a jam the machine can start back in automatic, without losing a picket.

4. Wire Jam Detection Stop at Cut-Off - If the limit switch at the Cut-Off senses a jam in the wire the PosiWeave Control will stop the machine and shut off the motor. An "E-11" will show in the "Trigger Point" display (#13) and the red "Fault" LED will come on.

(a) First clear the Jam.

(1) If a picket was partially made, and is cleared out, zero the Twist Counter (#7) by pushing the "Zero Twist" button (#7A).

(2) If a picket was made and cleared out, remove one picket from the Picket Counter (#8) by turning the "Set Count" switch (#8A) CCW one turn to remove one picket.

(b) Restart the machine.

(1) To Restart the machine from the PosiWeave Control push the "RST" touch-pad button (#11), turn the "H-O-A" switch (#2) CCW to "Hand" position to restart the motor. The machine may now be jogged. Turn the "H-O-A" switch to "Auto".

(2) To Restart the machine from the Remote Station turn the switch CW to "Reset". The motor should start. When the motor is up to speed turn switch CCW to "Restart". The machine should continue in its normal cycle.

NOTES: Due to the jam you may want to operate in Jog until the machine is operating properly. On the PosiWeave Control turn the "H-O-A" switch (#2) CCW to "Hand" position. Then use the "Single Turn" or "Full Cycle" jog switch (#4) to jog the machine until ready for Automatic Operation.
Before going to Automatic Operation, check the number of pickets and rolls. Adjust, if necessary, for defective pickets which were removed.

5. Roll Offset - If a setpoint was set in the roll offset section during setup, the machine will stop when this count is reached. The motor will turn off and "END" will show in the "Position" display.

(a) To Restart the machine from the PosiWeave Control push the "RST" touch-pad button (#11), turn the "H-O-A" switch (#2) CCW to "Hand" position to restart the motor. The machine may now be jogged. For Automatic Operation turn the "H-O-A" switch to "Auto".

(b) To Restart the machine from the Remote Station turn the switch CW to "Reset". The motor should start. When the motor is up to speed turn switch CCW to "Restart". The machine should continue in its normal cycle.

6. End of Roll - When the number of rolls set is completed the machine will stop and "ROLL" will show in the "Position" display.

(a) To Restart the machine from the PosiWeave Control push the "RST" touch-pad button (#11), turn the "H-O-A" switch (#2) CCW to "Hand" position to restart the motor. The machine may now be jogged. For Automatic Operation turn the "H-O-A" switch to "Auto".

(b) To Restart the machine from the Remote Station turn the switch CW to "Reset". The motor should start. When the motor is up to speed turn switch CCW to "Restart". The machine should continue in its normal cycle.

Figure 4.3 - PosiWeave Front Control Panel
Section 5
TROUBLESHOOTING

Troubleshooting of the PosiWeave system is greatly simplified due to the Indicator Lights and Error Codes built into the control.

Drive Will Not Run

1. Is the power on to the control?
   Turn Power on to the control.
The "Power/Jog" switch should be lit.

2. Is the main motor running?
   Start the main motor.

3. Is the "Ready" light on?
   If not, the control needs to be calibrated. See Operation - Section 4.

4. Is there an "Error Code" in the "Trigger Point" display?

5-1 ERROR CODES

Error Code “E-1” - Solenoid driver overload. Usually caused by a short in the valve solenoid or wiring. Also control may have been turned on with remote station selector switch set to "Reset".

   Correction:
   (a) Change remote station selector switch from "Reset" to "Restart".
   (b) Check and/or replace wiring.
   (c) Check and/or replace valve or solenoid.

2. Error Code “E-2” - (Requires optional Over Temperature Switch in Posidyne.) Indicates an over temperature condition in the Posidyne Clutch/Brake Unit.

   Correction:
   (a) Check for overheating in the Posidyne and correct problem. (See Posidyne Service Manual)

3. Error Code “E-3” - Low air pressure. (Requires optional Pressure Transducer in air system.)

   Correction:
   (a) Check the air pressure with the optional Low Pressure Switch or Pressure Gauges on the Accumulator and correct any problems. (See Posidyne Service Manual)


   Correction:
   (a) Push “RST” Reset on front control panel.
   (b) If tripping continues, check #54 Dip Switch settings.

5. Error Code “E-5” - Count set to equal 1 or 0. (Count cannot equal 1 or 0)

   Correction:
   (a) Reset Max Count to 120.

6. Error Code “E-6” - The counts required to stop is greater than the total cycle counts.

   Correction:
   (a) Channel A and B of encoder may be backwards. Swap A and B channel wires if necessary.
   (b) Increase the total cycle time or shorten the stopping time to be less than the total cycle.

7. Error Code “E-7” - High Speed Interrupt (Pulses per Second too high). Maximum allowable counts per second of Pulse Counter is 7200 counts per second.

   Correction:
   (a) Set ratio to 2X.


   Correction:
   (a) Control needs to be Re-Calibrated (See Section 4-1).

9. Error Code “E-9” - Mode changed to OFF while in motion or calibrating.

   Correction:
   (a) Turn HOA Switch to Hand or Auto Position.

10. Error Code “E-10” - Twists per Picket = 0

   Correction:
   (a) Reset number of Twists per Picket.

11. Error Code “E-11” - Emergency Stop (E-Stop) or a Jam Limit Switch has been initiated.

   This E-11 Error Code will be one of the most common error codes initiated. To clear an E-Stop error code the following procedure should be followed:

   Correction:
   (a) If the E-Stop button on the Control or Remote Station has been pushed it must be pulled out to be reset.
   (b) Remove any wired jammed on the machine, if necessary. If a picket is removed push "Zero Count" button on the "# of Twists" display to re-zero the number of twists. If it was only a wire feed jam the picket may be ok. and the number of twists may not need to be changed.
   (c) Push the RST button on the front panel to clear the control. The "Ready" Light should come on. If not, the control will need to be re-calibrated. (See Section 4-1).
   (d) Turn the HOA Switch to "Hand".
   (e) "Jog" the machine. If the machine is operating correctly the HOA switch can be turned to "Auto".
   
   **Correction:**
   (a) Correct dip switch settings.

   
   **Correction.**
   (a) Check to be sure machine is not jammed.
   (b) Check to be sure motor is running and Posidyne input rotating.
   (c) Check air supply to control valve.

14. Error Code "E-44" - Stall Detection - Stall occurred while clutch was engaged.
   
   **Correction.**
   (a) Check to be sure machine is not jammed.
   (b) Check to be sure motor is running and Posidyne input rotating.
   (c) Check air supply to control valve.

15. Error Code "E-50" - Stack Overflow
   
   **Correction:**
   (a) Contact Force Control then replace CPU board.

16. Error Code "E-51" - Stack Under flow
   
   **Correction:**
   (a) Contact Force Control then replace CPU board.

17. Error Code "E-52" - Software Timer 0 Interrupt missing.
   
   **Correction:**
   (a) Contact Force Control then replace CPU board.

   
   **Correction:**
   (a) Contact Force Control then replace CPU board.

   
   **Correction:**
   (a) Contact Force Control then replace CPU board.

   
   **Correction:**
   (a) Contact Force Control then replace CPU board.

   
   **Correction:**
   (a) Reset error.
   (b) Contact Force Control then replace CPU board if problem persists.

22. Error Code "E-80" - Software changed, proceed at your own risk. *(E-Prom software was changed from one version to another.)*
   
   **Correction:**
   (a) Push Reset button on CPU board.
   (b) Re-calibrate.
   (c) Contact Force Control then replace CPU board if calibration does not fix problem.

   
   **Correction:**
   (a) Push Reset button on CPU board.
   (b) Re-calibrate.
   (c) Contact Force Control then replace CPU board if calibration does not fix problem.

   
   **Correction:**
   (a) Push Reset button on CPU board.
   (b) Re-calibrate.
   (c) Contact Force Control then replace CPU board if calibration does not fix problem.

25. Error Code "E-83" - Saved position invalid, set to zero.
   
   **Correction:**
   (a) Push Reset button on CPU board.
   (b) Re-calibrate.
   (c) Contact Force Control then replace CPU board if calibration does not fix problem.

   
   **Correction:**
   (a) Push Reset button on CPU board.
   (b) Re-calibrate.
   (c) Contact Force Control then replace CPU board if calibration does not fix problem.

5-2 TROUBLESHOOTING AREAS

Trouble shooting the PosiWeave is divided into (5) five areas based on the symptoms. The basic areas are:

A. DRIVE WILL NOT INDEX.

B. DRIVE STOPS OUT OF POSITION.
   (Same position each time.)

C. DRIVE STOPS OUT OF POSITION.
   (Different position each time.)

D. DRIVE DOES NOT STOP.
A. DRIVE WILL NOT INDEX

1. **PosiWeave “ON” Light not on.**
   (a) Turn H-O-A switch to “HAND” or “AUTO”
   (b) Check main power to control.
   (c) Check the AC Fuse and the DC Fuse and replace if necessary.

2. “Ready” Light not on.
   (a) Unit not calibrated. Run calibration cycle
   (b) If control will not calibrate, continue check list.

   (a) Push “RST” button on front control panel. If this does not correct the problem, push the “Fault Reset” button inside front cover. Then push the “RST” button on front control panel again
   (b) If this does not clear the Fault, check the Error Codes in Section 4-2.

4. “Solenoid Driver Fault” light on. (Usually caused by a short in the wiring or a valve solenoid failure.) Also control may have been turned on with remote station selector switch set to “Reset”.
   (a) Change selector switch to “Restart”.
   (b) Repair or replace solenoid valve or wiring.

5. “Cycle Start” light does not come on when signal is initiated. This indicates that the Control is not receiving a signal from the Start Timer.
   (a) Check the timer output and wiring.
   (b) Check Fuse #F9.
   (c) Be sure correct input relay is installed.
   (d) Check to be sure that voltage is being applied to relay.

6. “Cycle Run” light stays on continuously. Drive skips an index in high cycle applications. Indicates a new start signal was received before the drive completed the previous cycle. The control can not receive a new start signal until the previous cycle is complete. The “Cycle Run” light should turn off after each cycle. To correct this problem:
   (a) Reduce the Cycle Rate of the machine.
   (b) Speed up the drive to reduce Cycle Time.
   (c) Increase air pressure to reduce Cycle Time.

7. Motor not running.
   (a) Check the drive motor, relay, fuses, motor starter and interlock. Correct any problem and re-start.

8. Clutch does not engage.
   (a) Check air pressure. (See All Products Catalog for Torque vs. Pressure Information.)
   (b) Check the Solenoid Valve for proper operation and replace if necessary.
   (c) Check the air lines for any leaks. Repair leaks or fittings.
   (d) Check and drain the water out of the Accumulators.

9. Watchdog Timer times out and shuts off control.
   (a) Push “RST” Reset on front panel. If tripping continues check Dip Switch setting.

B. DRIVE STOPS OUT OF POSITION (Same position each time.)

1. Caused by machine not aligned with the Home Position.
   (a) Realign with the Home Position.

   (a) Set Manual Adjust back to zero. NOTE: Manual Adjust will remain in the system even if the control is off, and is used when re-calibrated.

C. DRIVE STOPS OUT OF POSITION (Different position each time.)

1. Count or rotation does not equal the correct amount of rotation of the driven machine.
   (a) Check count and ratio to assure that the number of revolutions at the Encoder equals the desired degree of rotation of the driven machine.

2. Quadrature Encoder counting error.
   (a) Check wiring for shorts, breaks, etc.
   (b) Check gap between the Encoder and the Pulse Gear. (Should be .015". Shim as required.)
   (c) Encoder wires not properly shielded or not isolated from high voltage wires. (See Section 2-5 for proper installation.)
   (d) Encoder direction not correct. Check sequence of channel A and B lights. (See Section 4, START-UP)

D. DRIVE DOES NOT STOP

1. Brake does not engage.
   (a) Check air pressure. (See All Products Catalog for Torque vs. Pressure Information.)
   (b) Check Solenoid Valve for proper operation and replace if necessary.
   (c) Check air lines for leaks. Repair leaks or tighten fittings.
(d) Check and drain water out of the accumulators.

2. Brake on - light does not come on.
   (a) Call factory.

5-3 COUNTING OR HOME PROBLEMS

A. Checking CLPC Control

Step 1 - Connector J5 Pin 9 to 10 voltage should measure the same as selected by Power Supply Jumper JP14. If voltage does not measure the same, remove the J5 connector and re-measure. If the voltage now is correct, the problem is in the cable or encoder itself.

Step 2 - If Optical encoder is used with an internal home (inside encoder), jumper X2 and X3 should both be set to DIF.

Step 3 - If Optical encoder is used with an external home (proximity switch or photo eye), jumper X2 should be set to SE and X3 should set to DIF.

Step 4 - If using an external home or a Magnetic encoder, JP14 power select should be set to 12V.

Step 5 - If Optical encoder is used with an internal home, JP14 power select should be set to 5V.

Step 6 - If A,B or HOME LEDs do not toggle when encoder is rotated, remove J5 connector and short pin 9 to pin 2. This should cause the home LED to toggle. Short pin 9 to pin 4 and 6. This should cause the A and B LEDs to toggle respectively. (Must have X2 and X3 jumpers set to SE for this test)

B. With Optical Encoder

Step 1 - Remove the encoder circuit board from the housing and pass a screwdriver through the sensor openings. This should make the corresponding LED (A,B or HOME) to toggle on and off

Step 2 - Check to be sure optical sensors are clean and there is no loose debris inside encoder housing. Look at inside of optical sensors for rubbing of encoder disk.

Step 3 - Install encoder circuit board back into housing and check to be sure encoder disk does not rub on sensors when shaft is rotating.

Step 4 - Check encoder symmetry (proper alignment of optical sensors). Very slowly rotate shaft in direction it normally rotates. When A and B encoder lights are off the A light should come on first. Then B light should also come on (A&B lights on). Then the A light should go off (B light on only). The B light should go off (no lights on). The amount of shaft rotation for each event to occur (change in which light(s) are on) should be approximately equal. If it is not approximately equal the circuit board needs to be returned for recalibration. If the sequence is backwards (position display will also count backwards) the A and B wires need to be swapped on J5 connector of power supply board.

Step 5 - Slowly rotate the encoder one full revolution and check position display that correct number of counts for the rotation is displayed.

C. With Magnetic Encoder

Step 1 - Remove the yellow quadrature sensor from the housing and pass a screwdriver over the sensor. This should make the corresponding LED (A or B) toggle on and off.

Step 2 - Remove the home sensor from the housing and pass a screwdriver over the sensor. This should make the Home LED toggle on and off.

Step 3 - Check the encoder housing for debris. Check encoder gear for damage.

Step 4 - Reinstall encoder gear and sensors. Be sure to follow instructions in manual for air gaps of sensors, alignment of home sensor, and alignment of encoder gear.

Step 5 - Slowly rotate the encoder one full revolution and check position display that correct number of counts for the rotation is displayed. If position display counts backwards the encoder A and B wires will need to be swapped.

5-4 STARTING PROBLEMS

A. Checking CLPC Control

Step 1 - When the start cycle input is activated, the LED above the solid state relay should turn on. If it doesn’t, check the fuse to the right of the solid state module and/or replace the solid state module.

Step 2 - If the LED from above does light, verify that the Start Cycle LED on the front panel lights. If it does not, the problem is likely to be in the CPU board.

Step 3 - If the Start Cycle LED in the front panel lights, check to see if the Clutch On LED lights. If it does, the problem is likely to be in the CPU board.

Step 4 - If the control is calibrated and the Clutch On LED does not light, the problem is likely to be in the CPU board.
5-5 CHECKING MEMBRANE SWITCHES IN DOOR OVERLAY

**Step 1** - Remove overlay flexible circuit cable connector from CPU board.

One part of the flexible circuit cable near the connector has an area that has been widened. This is pin 1 on the connector.

Typical resistance when a membrane switch is closed is 100 ohms. The maximum closed contact resistance is 200 ohms.

**Step 2** - Check each switch with an ohmmeter:

- Pin 1 to pin 2 is RST button.
- Pin 1 to pin 3 is CAL button.
- Pin 1 to pin 4 is MC button.
- Pin 1 to pin 5 is Up Arrow button.
- Pin 1 to pin 6 is Down Arrow button.

If the closed resistance of any of the switches is over 200 ohms the overlay must be replaced.

5-6 MORE TROUBLESHOOTING FACTS

Drive indexes too far, position display does not match actual position, trigger point is same or lower than usual. *(Suspect Encoder)*

Drive indexes too far, position display does match actual position, trigger point is higher than usual. *(Suspect Air Valve)*

**Note on Error E7** - A noisy set of contacts within the CLPC 24 VDC circuit path will indicate an E7 Error. Weavers are particularly susceptible since they all use the 24VDC for external interlock logic.
Section 6
GENERAL MAINTENANCE

6-1 VISUAL CHECKS
1. Check for wear and abrasion on all wire cables, hoses and drive belts. Replace if necessary.
2. Check for dirt build-up, loose tension and wear on all drive belts.
3. Check the oil level in the Posidyne Clutch/Brake Unit. Fill or drain as required.

(Air Actuated Clutch/Brake Only)
4. Check the air muffler on the control valve to see if it is dirty and plugged. Replace or clean with a suitable solvent as needed. (See Figure 8.5)
5. Check the air pressure on the accumulator tank pressure gauges. Adjust if necessary. (See Figure 8.5)

(Hydraulic Actuated Clutch/Brake Only)
6. Check the Vacuum Indicator to see if the Filter Element is dirty and clogged. Replace if required. (See Figure 8.6)
7. Check the hydraulic pressure to the brake and clutch ports. Adjust if necessary. (See Figure 8.6)

6-2 ACCUMULATOR TANKS

(Air Actuated Clutch/Brake Only)
Drain water out of the accumulator tanks daily, or as needed, to keep water out of the system. (See Figure 8.5) An automatic drain system can be installed if water is a serious problem. Contact the Force Control factory for specific information.

6-3 DRIVE COUPLINGS
Check the coupling alignment and the coupling locking elements to see if they are tight after the first hour of operation. Then periodically check them weekly or monthly as needed.

6-4 BELTS and PULLEYS
Inspect the drive belts and pulleys weekly for proper tension and any wear. Adjust tension as described in Section 7, if necessary. Check for any build-up of foreign material in the Pulley Grooves or on the V-Belts. Any foreign material in the pulleys or on the belts will cause position problems and belt breakage.

6-5 Posidyne CLUTCH/BRAKE LUBRICATION
(See Figure 6.1)
1. Check the fluid level in the Posidyne daily. The oil level should be at the mid point of the sight gauge with motor turned off and look clean and red in color.
2. After 2 months of operation drain and refill the unit with new oil. Mobil ATF 210 (Type F) is recommended but Mobil Multi-Purpose ATF is acceptable. Change the oil every 6 months thereafter. Visually check the Sight Gauge and remove and clean if needed.

CAUTION
Open the disconnects to the Drive Motor before attempting to change the oil.

Do not overfill the Drive Unit. Excess oil will cause the unit to overheat.

![Figure 6.1 - Posidyne Lubrication](image-url)
7-1 REMOVING Posidyne CLUTCH/BRAKE UNIT and POSITIONING ENCODER ASSEMBLY

1. First disconnect the (2) Air Hoses from the Control Valve (#900) on the Air Actuated Units. (See Figure 8.5)

2. Disconnect the Brad-Harrison Cable (#902) from the Control Valve (See Figure 8.5 for Air Actuated Units and Figure 8.6 for Hydraulic Actuated Units). Then disconnect the Brad-Harrison Cable (#259) from the Positioning Encoder Assembly. (See Figure 8.4)

A. Removing Belt Guard, Drive Pulley and Drive Belts (See Figure 8.1)

1. Take the bottom half of the Belt Guard (#515) off by removing (4) Screws (#474) and (4) Lockwashers (#487) from the sides of the Belt Guard and then sliding it down and out of the top half section.

2. Remove the (6) sheet metal screws from the sides of the top half of the Belt Guard (#515). Pull the front top half section off the back plate.

3. Loosen the belt tension enough so the (3) Drive Belts (#531) can be removed from the pulleys. This is done by loosening the top Nut (#462) and then tightening the bottom Nut (#462). This will raise the Drive Motor up and loosen the belt tension.

4. Take the Pulley (#510) and the Bushing (#526) off the Posidyne Input Shaft.

5. Take the Pulley (#519) and the Bushing (#525) off the motor shaft.

6. Remove (4) Screws (#473), (4) Lockwashers (#483), (4) Flat Washers (#486) and (4) Spacers (#580) from the top back plate of the Belt Guard (#515). Then remove the (2) Screws (#475), (2) Flat Washers (#489), (2) Lockwashers (#488) and (2) Nuts (#565). The top back plate can now be taken off the Drive Unit.

B. Coupling Disassembly and Grid Removal (See Figure 8.1)

1. Take the Coupling Guard (#516) off by removing (4) Screws (#471) and (4) Lockwashers (#485).

2. Remove the Coupling Cover and Grid (#536). A round rod or screw driver that will fit into the open loop ends of the grid is required. (See Figure 7.1). Begin at the open end of the grid section and insert the rod or screw driver into the loop ends. Use the teeth adjacent to each loop as a fulcrum and pry the grid out of the coupling teeth in even gradual stages, proceeding alternately from side to side.

Next remove the Posidyne hold-down bolts (#468) and (4) Lockwashers (#483). With a soft sling and hoist lift the Posidyne off the Mounting Base (#461).

7-2 REMOVING POSITIONING ENCODER (See Figures 8.1 and 8.4)

1. The Coupling Hub (#534) and Locking Device (#541) must first be taken off the Posidyne output shaft. Loosen the clamping screws in the Locking Device and slide both the Coupling Hub and Locking Device off the output shaft.

2. Take the Housing Cover (#253) off by removing (4) Screws (#268).

3. Remove the (2) Screws (#76) and (2) Lockwashers (#257) from the Pick-Up Housing (#17) and pull the housing off the Output Housing.

4. Loosen the Set Screw (#154) and pull the Pulse Gear (#186) off of the Output Shaft (#1).

5. Remove both keys (#181) and (#234) from the Output Shaft.
7-3 REMOVAL OF QUADRATURE ENCODER (#355) and MAGNETIC PICK-UP (#22) SENSORS
(See Figure 8.4)

NOTE:
The Positioning Pick-Up Assembly does not have to be removed from the Output Housing to replace the Sensors.

1. Remove the (4) Screws (#225) and take the Top Cover (#372) off the Pick-Up Housing (#17).
2. Disconnect the wires from the Brad Harrison Cable Connector (#368) to both Sensors.
3. Loosen the Set Screw (#241) and pull the Magnetic Pick-Up (#22) out of the housing. (Do not remove this set screw.)
4. Remove the (2) Screws (#226) and lift the Quadrature Sensor (#355) out of the housing.
5. If any Shims (#214) are under this Sensor, remove them and save for Reassembly.

If further Disassembly of the Posidyne Clutch/Brake Unit is required do not install the Positioning Encoder Assembly back on the Posidyne at this time.

For complete Disassembly and Reassembly instructions on the Posidyne Clutch/Brake Unit see manual #502-2.5-001.

7-4 INSTALLING POSITIONING ENCODER ASSEMBLY
(See Figure 7.3 and 8.4)
1. Replace Key (#234) into the Posidyne output shaft if it was removed.
2. Attach the Encoder Housing (#17) to the output housing with (4) Screws (#76) and (4) Washers (#257).
3. Slide the Pulse Gear (#186) on to the output shaft, aligning the groove in the pulse gear with the alignment face of the encoder housing. (See Figure 7.3) Tighten Set Screw (#154).

Jump ahead to Section 7-5 and install the Quadrature Encoder (#355) and the Magnetic Pick-Up (#22).

4. Attach the Top Cover (#372) with (4) Screws (#225) and the Front Cover (#253) with (4) Screws (#268).

7-5 INSTALLING QUADRATURE ENCODER (#355) AND MAGNETIC PICK-UP (#22) SENSORS
(See Figure 7.2, 7.3 and 8.4)

Figure 7.2 - Sensor Gap Shim

Before installing the Quadrature Encoder and Magnetic Pick-Up a Special .015" Shim must be made to set the Gap between them and the Pulse Gear. (See Figure 7.2)

A. Quadrature Encoder (See Figure 7.3)
1. Looking through the hole where the Encoder is to be placed, check to see that the Pulse Gear (#186) is in position so the teeth will be aligned with the Encoder.
2. Position the Encoder so the (2) mounting holes are lined up with the holes in the housing. Insert the Sensor into the slot and attach with (2) Screws (#226).

**NOTES:**
1. The holes are offset to one side so the Encoder can only be installed one way.
2. Do not install any Shims (#214) at this time. The Gap must be checked first.
3. Check the Gap between the Pulse Gear and the Encoder with the Special .015" Shim that you made. If necessary, remove the Encoder and place Shims (#214) under the Encoder. (Usually .015" is sufficient.) Re-attach the Encoder and re-check the Gap. (See Figure 7.3)
4. Connect the sensor wires to the Brad Harrison Connector.

**B. Magnetic Pick-Up Sensor (See Figure 7.3)**
1. Visually check through the hole to see if the single tooth in the Pulse Gear (#186) is aligned with the Sensor and that the teeth for the Quadrature Encoder will not be visible to the Magnetic Pick-Up Sensor.
   The Magnetic Pick-Up Sensor has a **Scribed Line** down one side of it. To facilitate installation, highlight this **Scribed Line** with a felt tip pen.
2. Insert the Magnetic Pick-Up Sensor (#22) into the hole with the **Scribed Line** in position as shown in **Figure 7.3, View A-A**.
3. Insert the Special .015" Shim in between the Pulse Gear and the Sensor. Tighten the Set Screw (#241).
4. Connect the sensor wires to the Brad Harrison Connector.

7-6 REMOVAL and REPLACEMENT of MANIFOLD MOUNTED PNEUMATIC CONTROL VALVE
(See Figure 8.5)

**(Air Actuated Posidyne Clutch/Brake Only)**
A. Removal of Control Valve
1. Remove Control Valve (#900) by taking out (2) Screws (#305).
2. Check the (2) Seal Rings (#104) and replace if necessary.
3. Remove the Manifold (#298) by taking out the (4) Screws (#370) and (4) Lockwashers (#151).
4. Remove Gasket (#54) and discard.

B. Replacing the Control Valve
1. Put the Gasket (#54) on the Posidyne Output Housing. Use (Permatex #30) gasket sealant. **Use this sparingly and make sure that no sealant gets into the pressure ports.**
2. Attach Manifold (#298) with (4) Screws (#370) and (4) Lockwashers (#151).
3. Attach the Control Valve (#900) to the manifold with (2) Screws (#305). **Make sure the (2) Seal Rings (#104) are in place under the Control Valve and the Locating Tube (#297) is in the proper port in the Manifold (#298).**

7-7 REMOVAL and REPLACEMENT of HYDRAULIC CONTROL and RELIEF VALVES (See Figure 8.6)

**(Hydraulic Actuation Only)**
A. Control Valve
1. Disconnect the Brad-Harrison Cable (#902), if it is still connected, from the Control Valve (#387).
2. Take out (4) Screws (#358) and (4) Lockwashers (#359) and remove the Control Valve (#387).
3. To replace this Control Valve, just simply reverse the above steps.

B. Relief Valves
The System Relief Valve (#388) and the (2) individual Relief Valves (#400) are all cartridge type valves and can easily be replaced by just screwing out the old ones and replacing them with new ones.

7-8 REMOVAL and REPLACEMENT of HYDRAULIC PUMP and DRIVE COUPLING
( **Hydraulic Actuation Only**
1. Disconnect Hydraulic Hoses (#170) and (#171) from the Hydraulic Pump (#389).
2. Take the removable cover off of the Mounting Adapter (#148) to gain access to loosen the set screw in the Coupling Hub (#752).
3. Remove the (2) Screws (#357) and (2) Lockwashers (#360) and pull the Hydraulic Pump (#389) out of the Coupling Hub (#752).
4. Take the Mounting Adapter (#148) off the Drive Motor by removing the (4) Screws (#305) and (4) Lockwashers (#360).
5. The Coupling Hubs (#752) and (#747) can now be separated and the Coupling Spider (#748) can be taken out.
6. Loosen the set screw in the Coupling Hub (#747) and pull it off the motor shaft.

Reassembly and Replacement of this Hydraulic Pump and Coupling is, again, just a reversal of the above (6) steps.
If further Disassembly of the **Posidyne** Clutch/Brake Unit is required then the Motor (#222), Mounting Brackets (#153), (#147) and (#149) will have to be removed. Also
the Filter (#395) and related hoses and fittings should be removed.

For complete Disassembly and Reassembly instructions on the Posidyne Clutch/Brake Unit see manual #502-2.5-001-02.

7-9 MOUNTING Posidyne CLUTCH/BRAKE UNIT  
(See Figure 8.1)

1. First the Coupling Hub (#534) and Locking Device (#541) has to be installed on the Posidyne output shaft. If the Coupling Hub (#535) and Taper Bushing (#540) was also removed from the Twist Bar Shaft at disassembly, they will also have to be reinstalled. (See Figure 7.4)

Refer to the Manufacturer’s Instruction Sheets located at the back of this manual for specific instructions on installation.

2. Set the Posidyne Unit on the Mounting Base (#461) with a soft sling and overhead hoist.

NOTE:  
Make sure the mounting surfaces are clean and free of any foreign material.

3. Attach the Posidyne Unit with (4) Screws (#468) and (4) Lockwashers (#483).

4. Check Coupling Alignment and Position as specified in Section 2-1 Installation of Drive Base and as shown in Figure 7.4.

5. Attach the Coupling Guard (#516) with (4) Screws (#471) and (4) Lockwashers (#485).

7-10 INSTALLING DRIVE PULLEYS, BELTS and BELT GUARD  
(See Figure 8.1)

1. Attach the top back plate of the Belt Guard (#515) back on the Drive Unit with appropriate spacers, screws, washers and nuts as shown in Figure 8.1.

2. Mount the Bushing (#526) and Pulley (#520) onto the Posidyne output shaft and the Bushing (#525) and Pulley (#519) onto the motor shaft.

Be sure the Pulleys are properly aligned with each other. (See Figure 7.5 for alignment procedure.)

3. Place the (3) Drive Belts (#531) on the Pulleys and retighten the belts by lowering the drive motor. This is done by loosening the bottom Nut (#462) and tightening the top Nut (#462). Adjust belt tension to specifications shown in Figure 7.6.

![Figure 7.4 - Coupling Installation](image)

![Figure 7.5 - Pulley Alignment](image)

![Figure 7.6 - Drive Belt Tension](image)
4. Mount the front top section of the Belt Guard (#515) to the top back plate with the (6) sheet metal screws located in the side panels.

5. Push the bottom section of the Belt Guard (#515) up and attach with (4) Screws (#474) and (4) Lockwashers (#487).

Reconnect the Brad-Harrison Cables to the Positioning Encoder and the Control Valve.

(Pneumatic Actuated Drive Unit Only)
Connect the (2) air hoses from the Accumulator Tank Assembly to the Manifold Mounted Control Valve.

7-11 REPLACING CIRCUIT BOARDS
(See Figure 7.7)

A. Power Supply Board
1. Disconnect the Terminal Strip Connectors #J1, #J2, #J3, #J4, #J5 and the Flat Wire Connector.

   NOTES:
   1. Pull down to unplug #J1 to #J4; and pull up to unplug #J5.
   2. There are release tabs on the ends of the Flat Wire Connector. Pull the tabs out and pull up on the connector to unplug it.
   2. Disconnect the Transformer Connector by squeezing the end tabs and pulling it up.
   3. Remove the (4) #10-32 Phillips Head Screws from the Transformer and pull it off the board.

   NOTE:
   The Transformer does not have to be removed to replace this Power Supply Board.

4. Take the (6) #10-32 Phillips Head Screws out of the Power Supply Board, leaving the bottom middle screw until last. Remove the Power Supply Board from the control box.

To Reinstall a new Power Supply Board just reverse these steps. Put the bottom middle screw in first and proceed.

B. CPU Board
1. Unplug the Flat Wire Connector from the bottom right hand corner of the CPU Board.

2. Remove the (6) #8-32 Kep-Nuts with a 11/32” Nut Driver.

3. Lift the board off the threaded studs and let it rest on the two large switches. With a small 1/8” screw driver, unplug the Flat Wire Connector on the component side of the CPU Board.

4. Unplug the two remaining Connectors at the bottom of the CPU Board.

   NOTES:
   1. The connector on the right hand side has a release tab. Push the tab to unplug the connector.
   2. The connector on the left is a pull-off type and has no release tabs. Be very careful not to crimp or bend the green flat wire cable when unplugging this connector.

5. The CPU Board can now be removed from the control box.

To reinstall a new CPU Board, just reverse the removal procedure.

C. Weaver Board
1. Remove the (7) #8-32 Kep-Nuts with the 11/32” Nut Driver.

2. Starting at the top of the Weaver Board, pull it off of the threaded studs to approx. 6” at the top.

3. With a 1/8” screw driver, unplug the Flat Wire Cable Connector, which is on the component side of the board.

4. Unplug the 10-Pin Connector #J6 from the bottom of the Weaver Board.

5. Rotate the board approx. 90° down and lift up to expose the (5) 8-pin Connectors #J1 to #J5 at the bottom of the board. Each of these connectors has a release tab that has to be squeezed to unplug them.

6. Remove the Weaver Board from the control box.

To reinstall a new Weaver Board, just reverse the removal procedure.

7-12 REPLACING THE SOLID STATE RELAYS AND THE MECHANICAL RELAYS
(See Figure 7.7)

1. The (5) Mechanical Relays located on the Lower Relay Panel has a standard 8-Pin Female Socket Receptacle with a locating keyway. Just pull the old one out and plug in the new one aligning the key with the keyway in the receptacle base.

2. The (3) Solid State Relays #SSR1, #SSR9 and #SSR11 each has a retaining screw to hold it to the circuit board. Loosen this screw and pull straight up to remove the relay.
Figure 7.7 - Replacing Circuit Boards

FORCE CONTROL INDUSTRIES, INC.
7-13 REPLACING ACTUATORS and SWITCHES
(See Figure 7.8)
The procedure given is for all of the small push button and rotary switches, which also includes the "Run-Program" key switch.

A. Replacing a Burned Out Bulb

There is a small Light Bulb (#20) in the (3) "Set Point" push buttons and also the "Jog- Power" push button/indicator.
1. With a small screw driver pry out the plastic yellow or green cap (#16 or #17).
2. Insert the Bulb Extractor (#20A) over the bulb. Twist and jiggle the bulb until it comes loose.

B. Replacing an Actuator or Switch

1. In the rear of each Switch Actuator there is a locking cam that holds the switches in place. With a small screw driver rotate the cam 90° CCW.
2. Slide the Switch backwards off the Actuator.
3. Take the Locking Nut off the Actuator.
4. Pull the Switch Actuator out the front side of the control panel.

7-14 REPLACING "CUTOFF KNIFE/TWIST KNUCKLER" ROTARY ACTUATOR SWITCH - "D"
(See Figure 7.9 and 8.9)

Replacing Switches
1. Place a small screw driver under the top switch locking tab on the Switch Base (#23) and pry down to release the Switch (#24).
2. Pull the switch up and off the bottom locking tab. There are (2) switches and the procedure is the same for both.
   To replace, just push the switch into place. They easily snap into the locking tabs
Replacing Switch Base and Actuator
3. To remove the Switch Base (#23) from the Rotary Actuator (#22), insert a 3/16" Dia. screw driver into the metal locking tab located at the top of the Switch Base. Pry up with the screw driver.
4. Pull the Switch Base (#23) off the Rotary Actuator (#22).
   CAUTION:
   Do not push down on the screw driver. This can break off the plastic switch locking tabs.
   To install the Switch Base (#23), just push the Switch Base on to the Rotary Actuator barrel. The Switch Base will snap into place.
5. To replace the Rotary Actuator (#22), just remove the locking nut and the square retaining washer. Push the Rotary Actuator out the front of the panel. The Knob (#21) can also be replaced. It just unscrews from the Actuator.
8-1 GENERAL INFORMATION

This section illustrates, lists and describes all available Repair Parts for the Force Control PosiWeave Drive. Exploded views with numbers are used to identify the various parts in the Drive Unit. These numbers are listed in the parts list along with the part name and quantity used.

8-2 FACTORY RE-BUILD SERVICE

Re-conditioning service is offered by Force Control Industries at the factory. Before returning a unit for this service, be sure to first contact the Force Control Industries Service Sales Dept. for authorization and shipping instructions. Force Control Industries cannot be responsible for units returned to the factory without prior notice or authorization.

Care must be given to the packaging of returned drives. Always protect mounting feet by attaching to a skid. Shipment-damaged drives always delay repairs. When possible, describe the problem experienced on your shipping papers.

SHIPPING ADDRESS:

Force Control Industries, Inc.
3660 Dixie Highway
Fairfield, Ohio 45014
Telephone: (513) 868-0900
Fax: (513) 868-2105
E-Mail: info@forcecontrol.com

8-3 DRIVE MOTORS

The motors used with these Drive Units are standard and may be repaired or replaced by any qualified motor rebuild facility or supplier.

8-4 ORDERING REPAIR PARTS

When ordering replacement parts, please specify all of the following information:

1. Posidyne Drive Model Number. (On name plate located on the drive housing.)
2. Posidyne Drive Serial Number. (On name plate located on the drive housing.)
3. PosiWeave Control Model Number. (On name plate located inside the control box.)
4. PosiWeave Control Serial Number. (On name plate located inside the control box.)
5. Software Version Number. (This Number will be briefly displayed in the “Trigger Point” Display when the control is first turned on.)
6. Part Reference Number. (On explode and parts list.)
7. Part Name. (On parts list.)
8. Quantity. (On parts list.)
9. Complete shipping Information.

Failure to include information for items 1 through 9 will only delay your parts order. Unless another method is specified for item 6, parts less than 70 pounds will be shipped United Parcel Service, parts over 70 pounds will be shipped motor freight. Air freight and other transportation services are available, but only if specified on your order.
## Repair Parts List

**PosiWeave MAIN DRIVE ASSEMBLY**

<table>
<thead>
<tr>
<th>REF No.</th>
<th>PART NAME</th>
<th>QTY.</th>
<th>REF No.</th>
<th>PART NAME</th>
<th>QTY.</th>
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<tbody>
<tr>
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<td>Mounting Base</td>
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<td>Flat Washer, 1/4&quot;</td>
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<tr>
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<td>Hex Nut, 5/8&quot;-18</td>
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<td>489</td>
<td>Flat Washer, 1/8&quot;</td>
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<tr>
<td>463</td>
<td>Hex Nut, 1/2&quot;-13</td>
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<td>Motor Base</td>
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<tr>
<td>464</td>
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<td>512</td>
<td>Hinge</td>
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<td>Threaded Rod</td>
<td>1</td>
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<td>Rod End</td>
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<td>Low Hd. Cap Screw</td>
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<td>Belt Guard</td>
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<tr>
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<td>Hex Ht. Cap Screw</td>
<td>4</td>
<td>516</td>
<td>Coupling Guard</td>
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<tr>
<td>468</td>
<td>Hex Ht. Cap Screw</td>
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<td>517</td>
<td>Bracket</td>
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<td>Hex Ht. Cap Screw</td>
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<td>Jack Screw Block</td>
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<td>Pulley</td>
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<td>Hex Ht. Cap Screw</td>
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<td>Vee Belt</td>
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<td>Coupling, Hub</td>
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<td>Soc. Ht. Cap Screw</td>
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<td>Coupling, Hub</td>
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<tr>
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<td>Flat Washer, 5/8&quot;</td>
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<td>536</td>
<td>Coupling Cover and Grid</td>
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<tr>
<td>482</td>
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<td>2</td>
<td>540</td>
<td>Taper Bushing</td>
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<td>483</td>
<td>Lockwasher, 3/8&quot;</td>
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<td>484</td>
<td>Lockwasher, 1/2&quot;</td>
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<td>564</td>
<td>Eye Bolt</td>
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<td>485</td>
<td>Lockwasher, 1/4&quot;</td>
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<td>565</td>
<td>Hex Nut, 1/4&quot;-20</td>
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<tr>
<td>486</td>
<td>Flat Washer, 3/8&quot;</td>
<td>8</td>
<td>580</td>
<td>Spacer</td>
<td>4</td>
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<tr>
<td>487</td>
<td>Lockwasher, External Tooth</td>
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</table>
Figure 8.1 - Main Drive Assembly
## Repair Parts List

### 2.5 *Posidyne CLUTCH and BRAKE UNIT*

#### INPUT HOUSING SUB-ASSEMBLY

<table>
<thead>
<tr>
<th>REF No.</th>
<th>PART NAME</th>
<th>QTY.</th>
<th>PART NAME</th>
<th>QTY.</th>
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<tbody>
<tr>
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<td>Output Shaft</td>
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<td>Liner, O.D. Sealing</td>
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<td>2</td>
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<td>Breather</td>
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<td>Piston</td>
<td>1</td>
<td>Sight Gauge</td>
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<td>Thrust Plate, Clutch</td>
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<td>Gasket</td>
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<td>7</td>
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<td>Gasket</td>
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<td>8</td>
<td>Input Housing</td>
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<td>Gasket</td>
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<td>Friction Disc</td>
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<td></td>
<td>Air Actuated Unit</td>
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<td>Pipe Plug</td>
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<td>Bearing, Input</td>
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<td>Reducer Bushing</td>
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<td>Bearing</td>
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<td>Pilot Bearing</td>
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<td>Dowel Pin</td>
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<td>Roll Pin (Hyd. Actuated Unit)</td>
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<td>Lockwasher</td>
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<td><strong>34</strong></td>
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<td>Pipe Nipple (Air Actuated Unit)</td>
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<td><strong>35</strong></td>
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<td>Elbow (Air Actuated Unit)</td>
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<td>Bearing</td>
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<td>Pipe Cap (Air Actuated Unit)</td>
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<td>Key, Input Shaft</td>
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<td>Drive Plate (Hyd. Actuated Unit)</td>
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<td>Bearing Retainer (Hyd. Actuated Unit)</td>
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</tr>
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</table>

* - Indicates parts in Minor Overhaul Kit.
** - Indicates parts in Major Overhaul Kit. (Plus all parts in Minor Overhaul Kit)

![INPUT HOUSING SUB-ASSEMBLY](image)

*TORQUE SCREW (#83) TO 9 FT. LBS.*

---

Figure 8.2 - Input Housing Sub-Assembly

FORCE CONTROL INDUSTRIES, INC.
## Repair Parts List

### PosiWeave POSITIONING ENCODER ASSEMBLY

<table>
<thead>
<tr>
<th>REF No.</th>
<th>PART NAME</th>
<th>QTY.</th>
<th>REF No.</th>
<th>PART NAME</th>
<th>QTY.</th>
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<tr>
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<td>481</td>
<td>Soc. Hd. Cap screw, 1/4&quot;</td>
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<tr>
<td>22</td>
<td>Magnetic Pickup</td>
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<td>Soc. Hd. Cap screw, 5/16&quot;</td>
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<tr>
<td>76</td>
<td>Soc. Hd. Cap screw</td>
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<td>490</td>
<td>Flat Washer, 1/4&quot;</td>
<td>4</td>
</tr>
<tr>
<td>154</td>
<td>Set Screw</td>
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<td>491</td>
<td>Lockwasher, 3/8&quot;</td>
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</tr>
<tr>
<td>186</td>
<td>Pulse Gear</td>
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<td>492</td>
<td>Lockwasher, 1/4&quot;</td>
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<tr>
<td>225</td>
<td>But. Hd. Cap Screw</td>
<td>4</td>
<td>493</td>
<td>Lockwasher, 5/16&quot;</td>
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<tr>
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<td>Rd. Hd. Cap Screw</td>
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<td>Flat Washer, 5/16&quot;</td>
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<td>Key</td>
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<td>Crank</td>
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<td>Housing Cover</td>
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<td>Bracket</td>
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<tr>
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<td>Lockwasher</td>
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<td>Bushing</td>
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<tr>
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<td>Cotter Pin</td>
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<td>But. Hd. Cap Screw</td>
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<td>562</td>
<td>Clevis Pin</td>
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<td>Quadrature Pickup</td>
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<td>581</td>
<td>Nut, 5/16&quot;, Self Locking</td>
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<td>Receptacle, 5 Pin</td>
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<td>605</td>
<td>Solenoid Cover</td>
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<td>640</td>
<td>Cable Connector</td>
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</table>

* Indicates parts in Minor Overhaul Kit.
AR - As Required
Figure 8.4 - Positioning Encoder Assembly and Cut-Off Actuator Assembly

FORCE CONTROL INDUSTRIES, INC.
### Repair Parts List

**PosiWeave PNEUMATIC ACTUATION**

<table>
<thead>
<tr>
<th>REF No.</th>
<th>PART NAME</th>
<th>QTY.</th>
<th>REF No.</th>
<th>PART NAME</th>
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</thead>
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<tr>
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<td>Gasket</td>
<td>1</td>
<td>424</td>
<td>Hose Fitting</td>
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<tr>
<td>*104</td>
<td>Seal Ring</td>
<td>2</td>
<td>436</td>
<td>Pipe Nipple, 1-1/2&quot; x 10&quot;</td>
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<tr>
<td>151</td>
<td>Lockwasher</td>
<td>4</td>
<td>437</td>
<td>Bell Reducer</td>
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<tr>
<td>297</td>
<td>Locating Tube</td>
<td>1</td>
<td>438</td>
<td>Reducer Bushing, 1/2&quot; x 3/8&quot;</td>
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<tr>
<td>298</td>
<td>Manifold</td>
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<td>439</td>
<td>Pipe Nipple, 3/8&quot; Close</td>
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</tr>
<tr>
<td>305</td>
<td>Soc. Hd. Cap Screw</td>
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<td>440</td>
<td>Reducer Bushing, 1/2&quot; x 1/8&quot;</td>
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</tr>
<tr>
<td>370</td>
<td>Soc. Hd. Cap Screw</td>
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<td>442</td>
<td>Pipe Union, 3/8&quot;</td>
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<tr>
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<td>Drain Cock</td>
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<td>444</td>
<td>Reducer Bushing, 1/4&quot; x 1/8&quot;</td>
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<td>Regulator</td>
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<td>445</td>
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<tr>
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<td>Bronze Muffler</td>
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<td>446</td>
<td>Pipe Elbow, 1/8&quot; NPT</td>
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<tr>
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<td>Pipe Clamp</td>
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<td>Hose</td>
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<td>507</td>
<td>Mounting Base</td>
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<td>421</td>
<td>90° Swivel Adapter</td>
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<td>900</td>
<td>Control Valve</td>
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<tr>
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<td>Straight Swivel Adapter</td>
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<td>Receptacle, 4 Pin</td>
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<tr>
<td>423</td>
<td>Hose Fitting</td>
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<td>902</td>
<td>Brad Harrison Cable</td>
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</table>

* - Indicates parts in the Minor Overhaul Kit.
Figure 8.5 - PosiWeave Pneumatic Actuation

(PosiWeave PNEUMATIC ACTUATION (Control Valve))

(Pneumatic Accumulator Tank Assembly)

Figure 8.5 - PosiWeave Pneumatic Actuation

FORCE CONTROL INDUSTRIES, INC.
<table>
<thead>
<tr>
<th>REF No.</th>
<th>PART NAME</th>
<th>QTY.</th>
<th>REF No.</th>
<th>PART NAME</th>
<th>QTY.</th>
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</thead>
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<tr>
<td>*103</td>
<td>O-Ring</td>
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<td>Baldor Motor, 1 H.P.</td>
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<tr>
<td>*104</td>
<td>O-Ring</td>
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<td>Threaded Rod</td>
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<tr>
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<td>Valve Manifold</td>
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<td>255</td>
<td>Flat Hd. Cap Screw</td>
<td>4</td>
</tr>
<tr>
<td>131</td>
<td>Pipe Plug, 1/8&quot;</td>
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<td>257</td>
<td>Lockwasher, 1/2&quot;</td>
<td>8</td>
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<tr>
<td>137</td>
<td>Pipe Plug, 1/4&quot;</td>
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<td>262</td>
<td>Hex Hd. Cap Screw</td>
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<tr>
<td>139</td>
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<td>264</td>
<td>Flat Washer</td>
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<td>Hex Hd. Cap Screw</td>
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<td>Pressure Gauge</td>
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<tr>
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<td>152</td>
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<td>360</td>
<td>Lockwasher, 3/8&quot;</td>
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<td>Lockwasher, 5/16&quot;</td>
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<td>156</td>
<td>Pipe Nipple, 1/2&quot; x 3&quot;</td>
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<td>Soc. Hd. Cap Screw</td>
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<td>Bracket, Filter Mounting</td>
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<td>Soc. Hd. Cap Screw</td>
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<td>Vacuum Indicator</td>
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<td>90° Street Elbow, 1/4&quot;</td>
<td>1</td>
<td>748</td>
<td>Coupling Spider</td>
<td>1</td>
</tr>
<tr>
<td>178</td>
<td>Reducer Bushing, 3/4&quot; x 1/2&quot;</td>
<td>3</td>
<td>752</td>
<td>Coupling Hub, Pump</td>
<td>1</td>
</tr>
<tr>
<td>179</td>
<td>Reducer Bushing, 3/4&quot; x 3/8&quot;</td>
<td>1</td>
<td>901</td>
<td>Receptacle, 4 Pin</td>
<td>1</td>
</tr>
<tr>
<td>182</td>
<td>Lockwasher, #10...</td>
<td>4</td>
<td>902</td>
<td>Brad-Harrison Cable</td>
<td>1</td>
</tr>
</tbody>
</table>

* - Indicates parts in the Minor Overhaul Kit.
AR - As Required.
Figure 8.6 - PosiWeave Hydraulic Actuation
### Repair Parts List

**PosiWeave CONTROL**  
(Front Panel)  

**PosiWeave REMOTE STATION**

<table>
<thead>
<tr>
<th>REF No.</th>
<th>PART NAME</th>
<th>QTY</th>
<th>REF No.</th>
<th>PART NAME</th>
<th>QTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>21</td>
<td>Bulb, 24 VDC</td>
<td>2</td>
<td>36</td>
<td>Front Panel Overlay, Top</td>
<td>1</td>
</tr>
<tr>
<td>22</td>
<td>H-O-A Switch</td>
<td>1</td>
<td>37</td>
<td>Front Panel Overlay, Bottom</td>
<td>1</td>
</tr>
<tr>
<td>23</td>
<td>E-Stop Switch</td>
<td>2</td>
<td>41</td>
<td>Cable, Remote Station</td>
<td>1</td>
</tr>
<tr>
<td>24</td>
<td>On-Off Switch</td>
<td>2</td>
<td>42</td>
<td>Cable Fitting, Strain Relief</td>
<td>1</td>
</tr>
<tr>
<td>25</td>
<td>Jog Switch</td>
<td>1</td>
<td>500</td>
<td>Remote Station Assembly</td>
<td>1</td>
</tr>
</tbody>
</table>

![Diagram of PosiWeave Remote Station](image)

*Figure 8.7 - PosiWeave Remote Station*
Figure 8.8 - PosiWeave Control (Front Panel)
### Repair Parts List

*PosiWeave CONTROL*

(Switch and Actuator Assemblies)

(CPU Board and Weaver Board)

<table>
<thead>
<tr>
<th>REF No.</th>
<th>PART NAME</th>
<th>QTY</th>
<th>REF No.</th>
<th>PART NAME</th>
<th>QTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Circuit Board, CPU</td>
<td>1</td>
<td>20A</td>
<td>Bulb Extractor</td>
<td>1</td>
</tr>
<tr>
<td>2</td>
<td>Circuit Board, Weaver</td>
<td>1</td>
<td>21</td>
<td>Switch Knob</td>
<td>1</td>
</tr>
<tr>
<td>12</td>
<td>Push Button Actuator</td>
<td>7</td>
<td>22</td>
<td>Rotary Actuator</td>
<td>1</td>
</tr>
<tr>
<td>13</td>
<td>Rotary Actuator</td>
<td>4</td>
<td>23</td>
<td>Switch Base</td>
<td>1</td>
</tr>
<tr>
<td>14</td>
<td>Key Switch Actuator</td>
<td>1</td>
<td>24</td>
<td>Switch</td>
<td>2</td>
</tr>
<tr>
<td>15</td>
<td>Switch</td>
<td>16</td>
<td>32</td>
<td>Terminal Strip, 10 Circuit</td>
<td>1</td>
</tr>
<tr>
<td>16</td>
<td>Switch Cap, Yellow</td>
<td>6</td>
<td>33</td>
<td>Flat Wire Cable, Pwr. Supply to CPU</td>
<td>1</td>
</tr>
<tr>
<td>17</td>
<td>Switch Cap, Green</td>
<td>1</td>
<td>34</td>
<td>Flat Wire Cable, CPU to Weaver</td>
<td>1</td>
</tr>
<tr>
<td>18</td>
<td>Switch Bezel</td>
<td>5</td>
<td>35</td>
<td>Removable Jumper</td>
<td>3</td>
</tr>
<tr>
<td>19</td>
<td>Key</td>
<td>2</td>
<td>38</td>
<td>Backing Card, CPU Board</td>
<td>1</td>
</tr>
<tr>
<td>20</td>
<td>Bulb, 24 VDC, Type T-1-3/4</td>
<td>4</td>
<td>39</td>
<td>Backing Card, Weaver Board</td>
<td>1</td>
</tr>
</tbody>
</table>

### Figures

**A** PUSH BUTTON ACTUATOR and SWITCH ASSEMBLY

(7 - Places)

**B** ROTARY ACTUATOR and SWITCH ASSEMBLY

(3 - Places)

**C** KEY SWITCH ACTUATOR and SWITCH ASSEMBLY

(1 - Place)

**D** ROTARY ACTUATOR and SWITCH ASSEMBLY

(1 - Place)

Figure 8.9 - Switch and Actuator Assemblies
Figure 8.10 - PosiWeave Control (CPU Board and Weaver Board)
## Repair Parts List

### PosiWeave CONTROL

(Power Supply Board and Lower Relay Panel)

<table>
<thead>
<tr>
<th>REF No.</th>
<th>PART NAME</th>
<th>QTY</th>
<th>REF No.</th>
<th>PART NAME</th>
<th>QTY</th>
</tr>
</thead>
<tbody>
<tr>
<td>3</td>
<td>Circuit Board</td>
<td>1</td>
<td>26</td>
<td>Circuit Breaker</td>
<td>1</td>
</tr>
<tr>
<td>4</td>
<td>Fuse, 1.5 Amp, 250 V</td>
<td>2</td>
<td>27</td>
<td>Transformer</td>
<td>1</td>
</tr>
<tr>
<td>5</td>
<td>Fuse, 3 Amp, 250 V, Fast Blow</td>
<td>2</td>
<td>28</td>
<td>Terminal Strip, 3 Circuit</td>
<td>1</td>
</tr>
<tr>
<td>6</td>
<td>Fuse, 3 Amp, 250 V, Slow Blow</td>
<td>1</td>
<td>29</td>
<td>Terminal Strip, 16 Circuit</td>
<td>1</td>
</tr>
<tr>
<td>7</td>
<td>Mechanical Relay, 24 VDC</td>
<td>5</td>
<td>30</td>
<td>Terminal Strip, 12 Circuit</td>
<td>2</td>
</tr>
<tr>
<td>8</td>
<td>Solid State Relay, Input AC (Yellow)</td>
<td>1</td>
<td>31</td>
<td>Terminal Strip, 10 Circuit</td>
<td>1</td>
</tr>
<tr>
<td>9</td>
<td>Solid State Relay, Output AC (Black)</td>
<td>1</td>
<td>35</td>
<td>Removable Jumper</td>
<td>3</td>
</tr>
<tr>
<td>10</td>
<td>Solid State Relay, Input DC (White)</td>
<td>1</td>
<td>40</td>
<td>Terminal Strip, Field Wiring</td>
<td>1</td>
</tr>
<tr>
<td>11</td>
<td>Optional Relay, (Red) (Not Shown)</td>
<td>AR</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

AR - As Required
PosiWeave CONTROL
(Power Supply Board and Lower Relay Panel)

Figure 8.11- Power Supply Board and Lower Relay Panel

FORCE CONTROL INDUSTRIES, INC.
DC Circuits - Wiring Diagram

CLPC II
I/O PS BOARD

TWIST CONTROL
SETPOINT
ZERO
3-POSITION ROTARY CENTER OFF
INC
DEC

PICKET CONTROL
SETPOINT
ZERO
3-POSITION ROTARY CENTER OFF
INC
DEC

ROLL CONTROL
SETPOINT
ZERO
3-POSITION ROTARY CENTER OFF
INC
DEC

JOG PROGRAMM CONTROL
SINGLE TURN
JOG/SINGLE CYCLE
RUN/PROGRAM KEY

POWER ON/LIGHT (GREEN)
END OF RUN SOLENOID .1-2.5 SEC.

E-STOP CONTROL RELAY
POSWEAVE COUNTER BOARD

RSOM®
WLS®
FWL®
MRM®
REMOTE STOP/FRONT MACHINE
REMOTE STOP/REAR MACHINE
FEED JAM LIMIT SWITCH
FEED JAM LIMIT SWITCH

LAMP IN E-STOP SWITCH

1/0 PS BOARD START
AUTO RETURN INPUT

HAND-OFF AUTO SWITCH
HDA AUTO
HDA MANUAL

RIBBED RESTART SWITCH
B1, NC RESTART CONTROL RELAY

MANUAL JOG
MANUAL MODE
CONTROL FUNCTION

DWG. NUMBER 19923

FORCE CONTROL INDUSTRIES, INC.
How To Use This Manual
This manual provides detailed instructions on maintenance, lubrication, installation, and parts identification. Use the table of contents below to locate required information.

Table of Contents
Introduction ........................................ Page 1
Lube Fittings ......................................... Page 1
Limited End Float .................................... Page 1
Lubrication ............................................ Pages 1-2
Installation & Alignment Instructions .......... Pages 2-4
Annual Maintenance, Relube & Disassembly .. Page 4
Installation & Alignment Data ..................... Page 5
Parts Identification & Parts Interchangeability Page 6

CAREFULLY FOLLOW THE INSTRUCTIONS IN THIS MANUAL FOR OPTIMUM PERFORMANCE AND TROUBLE FREE SERVICE.

INTRODUCTION
This manual applies to Sizes 1020T thru 1140T and 20T thru 140T Falk Steelflex Tapered Grid Couplings. Unless otherwise stated, information for Sizes 1020T thru 1140T applies to Sizes 20T thru 140T respectively, e.g. 1020T = 20T, 1140T = 140T, etc. These couplings are designed to operate in either the horizontal or vertical position without modification. Beginning in 1994, these couplings are being supplied with one set of inch series fasteners and one set of metric fasteners. Use either set of fasteners, depending on your preference. Refer to Page 6 for part interchangeability.

The performance and life of the couplings depend largely upon how you install and service them.

CAUTION: Consult applicable local and national safety codes for proper guarding of rotating members. Observe all safety rules when installing or servicing couplings.

WARNING: Lookout starting switch of prime mover and remove all external loads from drive before installing or servicing couplings.

LUBE FITTINGS
Cover holes have 1/4 NPT lube holes. Use a standard grease gun and lube fitting as instructed on Page 4.

LIMITED END FLOAT
When electric motors, generators, engines, compressors and other machines are fitted with sleeve or straight roller bearings, limited axial end float kits are recommended for protecting the bearings. Falk Steelflex couplings are easily modified to limit end float; refer to Manual 428-820 for instructions.

LUBRICATION
Adequate lubrication is essential for satisfactory operation. Page 2 provides a list of typical lubricants and specifications for general purpose and long term greases. Because of its superior lubricating characteristics and low centrifuge properties, Falk Long Term Grease (LTG) is highly recommended. Sizes 1020T to 1090T10 are furnished with a pre-measured amount of grease for each coupling. The grease can be ordered for larger size couplings.

The use of general purpose grease requires re-lubrication of the coupling at least annually.

Long Term Grease (LTG)
The high centrifugal forces encountered in couplings separate the base oil and thickener of general purpose greases. Heavy thickener, which has no lubrication qualities, accumulates in the grid-groove area of Steelflex couplings resulting in premature hub or grid failure unless periodic lubrication cycles are maintained.

Falk Long Term Grease (LTG) was developed specifically for couplings. It resists separation of the oil and thickener. The consistency of Falk LTG changes with operating conditions. As manufactured it is an NLGI #1/2 grade. Working of the lubricant under actual service conditions causes it to become semi-fluid while the grease near the seals will set to a heavier grade, helping to prevent leakage.

LTG is highly resistant to separation, easily out performing all other lubricants tested. The resistance to separation allows the lubricant to be used for relatively long periods of time.

Steelflex couplings initially lubricated with LTG will not require re-lubrication until the connected equipment is stopped for servicing. If a coupling leaks grease, it is exposed to extreme temperatures, excessive moisture, or experiences frequent reversals, more frequent lubrication may be required.

Although LTG grease is compatible with most other coupling greases, the mixing of greases may dilute the benefits of LTG.

USDA Approval
LTG has the United States Department of Agriculture Food Safety & Inspection Service approval for applications where there is no possibility of contact with edible products. (H-2 ratings).

CAUTION: Do not use LTG in bearings.
Specifications — Falk LTC

The values shown are typical and slight variations are permissible.

**Ambient Temperature Range** — -20°F (-29°C) to 250°F (121°C). Min. Pump — 20°F (-7°C).

**Minimum Base Oil Viscosity** — 3300 cSt (715 cSt) @ 100°F (38°C).

**Thickener** — Lithium & soap/polymer.

**Centrifuge Separation Characteristics** — ASTM D4442 (Centrifuge Test) — K36 = 2/24 max., very high resistance to centrifuging.

**NLGI Grade** (ASTM-D-217) — 1/2

**Consistency** (ASTM-D-217) — 60 stroke worked penetration value in the range of 315 to 360 measured at 77°F (25°C)

**Minimum Dropping Point** — 350°F (177°C) minimum

**Minimum Timken O.C. Load** — 40 lb.

**Additives** — Rust and oxidation inhibitors that do not corrode steel or swell or deteriorate synthetic seals.

**Packaging**

- 14 oz. (0.4 kg) **Cartridges** — Individual or case lots of 10 or 60.
- 35 lb. (16 kg) **Pail**. 120 lb. (54 kg) **KEG** & 400 lb. (181 kg) **Drums**.

**General Purpose Grease**

Annual Lubrication — The following specifications and lubricants for general purpose grease apply to Falk Steelflex couplings that are lubricated annually and operate within ambient temperatures of 0°F to 150°F (-18°C to 66°C). For temperatures beyond this range (see Table 1), consult the Factory.

If a coupling leaks grease, it is exposed to extreme temperatures, excessive moisture or experiences frequent reversals, more frequent lubrication may be required.

**Specifications — General Purpose Coupling Lubricants**

The values shown are typical and slight variations are permissible.

**Dropping Point** — 300°F (149°C) or higher.

**Consistency** — NLGI No. 2 with 60 stroke worked penetration value in the range of 250 to 300.

**Separation and Resistance** — Low oil separation rate and high resistance to separation from centrifuging.

**Liquid Constituent** — Possess good lubricating properties equivalent to a high quality, well refined petroleum oil.

**Inactive** — Must not corrode steel or cause swelling or deterioration of synthetic seals.

**Clean** — Free from foreign inclusions.

**General Purpose Greases Meeting Falk Specifications**

Lubricants listed below are typical products only and should not be construed as exclusive recommendations.

**Table 1 — General Purpose Greases**

<table>
<thead>
<tr>
<th>Ambient Temperature Range</th>
<th>Lubricant 1</th>
<th>Lubricant 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>0°F to 150°F (-18°C to 66°C)</td>
<td>Aramith Grease #2</td>
<td>Amolth Grease #2</td>
</tr>
<tr>
<td>150°F to 300°F (66°C to 150°C)</td>
<td>Dura-Lith EP2</td>
<td>Energyep Grease L3-EP1</td>
</tr>
<tr>
<td>30°F to 100°F (-2°C to 38°C)</td>
<td>Premium Lithium Grease EP2</td>
<td>Dura-Lith EP1</td>
</tr>
<tr>
<td></td>
<td>EP Conchilit Grease #2</td>
<td>Premium Lithium Grease EP1</td>
</tr>
</tbody>
</table>

**Installation of Type T10 Steelflex Tapered Grid Couplings**

**Installation**

Only standard mechanics tools, wrenches, a straight edge and feeler gauges are required to install Falk Steelflex couplings.

**Coupling Sizes**

1020T thru 1090T are generally furnished for CLEARANCE FIT with setscrew over the keyway. Sizes 1100T and larger are furnished for an INTERFERENCE FIT without a setscrew.

**CLEARANCE FIT HUBS** — Clean all parts using a non-flammable solvent. Check hubs, shafts and keyways for burrs. Do not heat clearance fit hubs. Install keys, mount hubs with flange face flush with shaft ends or as otherwise specified and tighten setscrews.

**INTERFERENCE FIT HUBS** — Furnished without setscrews. Heat hubs to a maximum of 275°F (135°C) using an oven, torch, induction heater or an oil bath. To prevent seal damage, DO NOT heat hubs beyond a maximum temperature of 400°F (205°C).

When an oxy-acetylene or blow torch is used, use an excess acetylene mixture. Mark hubs near the center of their length in several places on hub body with a temperature sensitive crayon, 275°F (135°C) melt temperature. Direct flame towards hub bore using constant motion to avoid overheating on area.
WARNING: If an oil bath is used, the oil must have a flash point of 350°F (177°C) or higher. Do not rest hubs on the bottom of the container. Do not use an open flame in a combustible atmosphere or near combustible materials.
Heat hubs as instructed above. Mount hubs as quickly as possible with hub face flush with shaft end. Allow hubs to cool before proceeding. Insert setscrews (if required) and tighten.

Maximize Performance And Life
The performance and life of couplings depend largely upon how you install and maintain them. Before installing couplings, make certain that foundations of equipment to be connected meet manufacturers' requirements. Check for soft foot. The use of stainless steel shims is recommended. Measuring misalignment and positioning equipment within alignment tolerances is simplified with an alignment computer. These calculations can also be done graphically or mathematically. Alignment is shown using spacer bar and straight edge. This practice has proven to be adequate for many industrial applications. However, for superior final alignment, the use of dial indicators (see Manual 458-834 for instructions), lasers, alignment computers or graphical analysis is recommended.

1 — Mount Seals And Hubs

Lock out starting switch of prime mover. Clean all metal parts using a non-flammable solvent. Lightly coat seals with grease and place on shafts BEFORE mounting hubs. Heat interference fit hubs as previously instructed. Seal keyways to prevent leakage. Mount hubs on their respective shafts so the hub face is flush with the end of its shaft unless otherwise indicated. Tighten setscrews when furnished.

2 — Gap and Angular Alignment

Use a spacer bar equal in thickness to the gap specified in Table 2. Insert bar as shown below left, to some depth at 90° intervals and measure clearance between bar and hub face with feelers. The difference in minimum and maximum measurements must not exceed the ANGULAR installation limits specified in Table 2.

3 — Offset Alignment

Align so that a straight edge rests squarely (or within the limits specified in Table 2) on both hubs as shown above and also at 90° intervals. Check with feelers. The clearance must not exceed the PARALLEL OFFSET installation limits specified in Table 2. Tighten all foundation bolts and repeat Steps 2 and 3. Realign coupling if necessary.

4 — Insert Grid

Pack gap and grooves with specified lubricant before inserting grid. When grids are furnished in two or more segments, install them so that all cut ends extend in the same direction (as detailed in the exploded view picture above); this will assure correct grid contact with non-rotating pin in cover halves. Spread the grid slightly to pass over the coupling teeth and seat with a soft mallet.

The Falk Corporation, P.O. Box 492, Zip 53201-0492
3001 W. Canal St., Zip 53208-4200, Milwaukee, WI USA Telephone: 414-342-3111
Fax: 414-342-4359 e-mail: falkinfo@falkcorp.com web: www.falkcorp.com

428-110
November 2000
Supersedes 3-98
5 — Pack With Grease And Assemble Covers

Pack the spaces between and around the grid with as much lubricant as possible and wipe off excess flush with top of grid. Position seals on hubs to line up with grooves in cover. Position gaskets on flange of lower cover half and assemble covers so that the match marks are on the same side (see above). If shafts are not level (horizontal) or coupling is to be used vertically, assemble cover halves with the lug and match mark.

ANNUAL MAINTENANCE

For extreme or unusual operating conditions, check coupling more frequently.

1. Check alignment per steps on Page 3. If the maximum operating misalignment limits are exceeded, realign the coupling to the recommended installation limits. See Table 2 for installation and operating alignment limits.

2. Check tightening torques of all fasteners.

3. Inspect seal ring and gasket to determine if replacement is required. If leaking grease, replace.

4. When connected equipment is serviced, disassemble the coupling and inspect for wear. Replace worn parts. Clean grease from coupling and repack with new grease. Install coupling using new gasket as instructed in this manual.

Periodic Lubrication

The required frequency of lubrication is directly related to the type of lubricant chosen, and the operating conditions. Steelflex couplings lubricated with common industrial lubricants, such as those shown in Table 1, should be relubricated annually. The use of Falk Long Term Grease (LTC) will allow reduced intervals to be extended to beyond five years. When relubricating, remove both lube plugs and insert lube fitting. Fill with recommended lubricant until an excess appears at the opposite hole. CAUTION: Make certain all plugs have been inserted after lubricating.

Coupling Disassembly And Grid Removal

Whenever it is necessary to disconnect the coupling, remove the cover halves and grid. A round rod or screwdriver that will conveniently fit into the open loop ends of the grid is required. Begin at the open end of the grid section and insert the rod or screwdriver into the loop ends. Use the teeth adjacent to each loop as a fulcrum and pry the grid out radially in even, gradual stages, proceeding alternately from side to side.
FALK

Steelflex Couplings • Installation and Maintenance

Type T10 • Sizes 1020–1140 & 20–140

Page 5 of 6

TYPE T COUPLING INSTALLATION & ALIGNMENT DATA

Maximum life and minimum maintenance for the coupling and connected machinery will result if couplings are accurately aligned. Coupling life expectancy between initial alignment and maximum operating limits is a function of load, speed and lubrication. Maximum operating values listed in Table 2 are based on cataloged allowble rpm.

Values listed are based upon the use of the gaps listed, standard coupling components, standard assemblies and cataloged allowble speeds.

Values may be combined for an installation or operating condition.

Example: 1060T max. operating misalignment is .016° parallel plus .018° angular.

NOTE: For applications requiring greater misalignment, refer application details to Falk.

Angular misalignment is dimension X minus Y as illustrated below.

Parallel misalignment is distance P between the hub center lines as illustrated below.

End float (with zero angular and parallel misalignment) is the axial movement of the hubs within the cover(s) measured from "O" gap.

TABLE 2 — Misalignment & End Float

| SIZE | Installation Limits | Operating Limits | Cover Fastener Tightening Torque Values | Allow | Lube
|------|---------------------|------------------|----------------------------------------|-------|------
|      | Parallel Offset-P   | Angular (°) Hub Gap ≤ 10% | Max Inch | Max Inch | Max Inch | Max mm | Max Inch | Max mm | Max mm | Max mm | Inch | mm | lb | kg |
| 1020T | 0.06 | 0.15 | 0.08 | 1.25 | 3 | 0.12 | 0.30 | 0.10 | 0.25 | 0.210 | 0.532 | 1.06 | 11.3 | 4500 | .06 | 0.99 |
| 1020T | 0.06 | 0.15 | 0.08 | 1.25 | 3 | 0.12 | 0.30 | 0.10 | 0.25 | 0.210 | 0.532 | 1.06 | 11.3 | 4500 | .06 | 0.99 |
| 1040T | 0.08 | 0.18 | 0.12 | 1.25 | 3 | 0.12 | 0.30 | 0.13 | 0.33 | 0.211 | 0.536 | 1.06 | 11.3 | 4500 | .07 | 0.95 |
| 1060T | 0.08 | 0.20 | 0.16 | 1.25 | 3 | 0.13 | 0.41 | 0.16 | 0.41 | 0.217 | 0.586 | 2.06 | 23.6 | 4500 | .19 | 0.97 |
| 1060T | 0.08 | 0.20 | 0.16 | 1.25 | 3 | 0.13 | 0.41 | 0.16 | 0.41 | 0.217 | 0.586 | 2.06 | 23.6 | 4500 | .19 | 0.97 |
| 1070T | 0.08 | 0.20 | 0.16 | 1.25 | 3 | 0.13 | 0.41 | 0.16 | 0.41 | 0.217 | 0.586 | 2.06 | 23.6 | 4500 | .19 | 0.97 |
| 1080T | 0.08 | 0.20 | 0.16 | 1.25 | 3 | 0.13 | 0.41 | 0.16 | 0.41 | 0.217 | 0.586 | 2.06 | 23.6 | 4500 | .19 | 0.97 |
| 1090T | 0.08 | 0.20 | 0.16 | 1.25 | 3 | 0.13 | 0.41 | 0.16 | 0.41 | 0.217 | 0.586 | 2.06 | 23.6 | 4500 | .19 | 0.97 |
| 1100T | 0.08 | 0.20 | 0.16 | 1.25 | 3 | 0.13 | 0.41 | 0.16 | 0.41 | 0.217 | 0.586 | 2.06 | 23.6 | 4500 | .19 | 0.97 |
| 1110T | 0.08 | 0.20 | 0.16 | 1.25 | 3 | 0.13 | 0.41 | 0.16 | 0.41 | 0.217 | 0.586 | 2.06 | 23.6 | 4500 | .19 | 0.97 |
| 1120T | 0.08 | 0.20 | 0.16 | 1.25 | 3 | 0.13 | 0.41 | 0.16 | 0.41 | 0.217 | 0.586 | 2.06 | 23.6 | 4500 | .19 | 0.97 |
| 1130T | 0.08 | 0.20 | 0.16 | 1.25 | 3 | 0.13 | 0.41 | 0.16 | 0.41 | 0.217 | 0.586 | 2.06 | 23.6 | 4500 | .19 | 0.97 |
| 1140T | 0.08 | 0.20 | 0.16 | 1.25 | 3 | 0.13 | 0.41 | 0.16 | 0.41 | 0.217 | 0.586 | 2.06 | 23.6 | 4500 | .19 | 0.97 |

TABLE 3 — Coupling Cover Fastener Identification

<table>
<thead>
<tr>
<th>SIZE</th>
<th>Old Style</th>
<th>New Style</th>
<th>METRIC FASTENERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1020-1070T10</td>
<td>SAE Grade 8</td>
<td>SAE Grade 8</td>
<td>Property Class 10.9</td>
</tr>
<tr>
<td>1080-1090T10</td>
<td>SAE Grade 8</td>
<td>SAE Grade 8</td>
<td>Property Class 10.9</td>
</tr>
<tr>
<td>1100-1140T10</td>
<td>SAE Grade 5</td>
<td>SAE Grade 5</td>
<td>Property Class 8.8</td>
</tr>
</tbody>
</table>

* Older style covers, Sizes 1020T10 thru 1070T10 must utilize socket head cap screws and locknut held by the cover.

The Falk Corporation, P.O. Box 492, Zip 53201-0492
3001 W. Canal St., Zip 53208-4200, Milwaukee, WI USA Telephone: 414-342-3131
Fax: 414-937-4359 e-mail: falkinfo@falkcorp.com; web: www.falkcorp.com

428-110
November 2000
Supersedes 3-98

FORCE CONTROL INDUSTRIES, INC.
PARTS IDENTIFICATION

All coupling parts have identifying part numbers as shown below. Parts 3 and 4 (Hubs and Grils), are the same for both Type T10 and T20 couplings. All other coupling parts are unique to Type T10. When ordering parts, always SPECIFY SIZE and TYPE shown on the COVER.

PARTS INTERCHANGEABILITY

Parts are interchangeable between Sizes 20T and 1020T, 30T and 1030T, etc. except as noted.

GRIDS — Size 1020T thru 1140T Steelflex couplings use blue grids. Older models, 20T thru 140T, use orange grids.

CAUTION: Blue grids may be used in all applications, but DO NOT substitute orange grids for blue.

COVERS — CAUTION: DO NOT mix cover halves of different designs. Sizes 1020T thru 1070T10 covers have been manufactured in several different two-rib designs and 80T thru 140T covers have been manufactured with two and three ribs.

HARDWARE — Older style covers, Sizes 1020T thru 1070T10, utilize socket head cap screws with captured locknuts. The new style covers use hex head cap screws (either inch or metric) and unrestrained locknuts. Specify either inch series SOCKET head or metric series HEX head cap screws when ordering replacement parts.

PART NUMBER LOCATION

PART DESCRIPTION

1. Seal (T10)
2. Cover (T10)
3. Hub (Specify bore and keyway)
4. Grid
5. Gasket (T10)
6. Fasteners (T10) — Coupling may be supplied with one set each of inch sizes fasteners and metric fasteners.
7. Tube Plug

ORDER INFORMATION

1. Identify part[s] required by name above.
2. Furnish the following information.

EXAMPLE:

Coupling Size: 1030
Coupling Type: T10
Model: B
Bore: 1.375
Keyway: .375 x .187

3. Price parts from Price List 422-110 and appropriate discount sheet.
INSTALLATION AND REMOVAL INSTRUCTIONS FOR B-LOC™ LOCKING ASSEMBLY SERIES B400

Thank you for purchasing a B-LOC™ Keyless Frictional Locking Device. B-LOC™ keyless connectors provide a high capacity, zero-backlash shaft/hub or coupling connection by means of a mechanical interference fit. Please follow these INSTALLATION AND REMOVAL INSTRUCTIONS carefully to ensure proper performance of this B-LOC™ unit.

1. WARNING

When installing or removing B-LOC™ products, always adhere to the following safety standards:

1. Be sure that all power switches are locked out before installing or removing B-LOC™ products.
2. Eye protection is required when installing or removing B-LOC™ products. Please wear safety glasses and protective clothing.

INSTALLATION

(Refer to Figure 1)

B-LOC™ Locking Assemblies are supplied lightly oiled and ready for installation. The frictional torque capacity of these devices is based on a coefficient of friction of 0.12 for lightly oiled screw, taper, shaft and bore contact areas.

Therefore, it is important to use Molybdenum Disulfide (e.g., Molykote, Never-Seeze or similar lubricants) in any Locking Assembly installation.

1. Make sure that locking screw, taper, shaft and bore contact areas are clean and lightly oiled.

2. Insert Locking Assembly into hub counterbore prior to shaft installation.

3. After confirming correct hub position, hand-tighten three (3) or four (4) equally spaced locking screws until initial contact with shaft and hub bore is established.

4. Use torque wrench and set it approximately 5% higher than specified tightening torque Mₜ. Tighten locking screws in either a clockwise or counterclockwise sequence (it is not necessary to tighten in a diametrically opposite pattern), using only 1/4 turn force for several passes until 1/4 turn can no longer be achieved.

5. Continue to apply overtorque for 1 to 2 more passes. This is required to compensate for a system-related relaxation of locking screws since tightening of a given screw will always relax adjacent screws. Without overtorquing, an infinite number of passes would be needed to reach specified tightening torque.

6. Reset torque wrench to specified torque (Mₜ) and check all locking screws. No screw should turn at this point; otherwise repeat Step 5 for 1 or 2 more passes. It is not necessary to retighten tightening torque after equipment has been in operation.

NOTE: If applications subject to extreme corrosion, the slits in all collars can be sealed with a suitable caulking compound or equivalent.

B-LOC Corporation 26 Gilbert Street Monroe, NY 10950

INSTALLATION OF B-LOC™ LOCKING ASSEMBLIES OVER SHAFT KEYWAYS

The Locking Assembly should be positioned so that slits in Locking Assembly collars that contact the shaft are located approximately opposite the keyway. In addition, a locking screw should be centered directly over the keyway.

When tightening locking screws, it is important to follow the installation procedure outlined above, which specifies equal 1/4 turns of each locking screw. Failure to follow these instructions could result in excessive tightening of the screw over the keyway, possibly causing permanent deformation of the Locking Assembly collar. Even after 1/4 turns can no longer be achieved, it is important to continue to use equal turning angles for every screw until the specified tightening torque is reached.

REMOVAL

(Refer to Figure 2)

Prior to initiating the following removal procedure, check to ensure that no torque or thrust loads are acting on the Locking Assembly, shaft or any mounted components.

1. Loosen locking screws in several stages by using approx. 1/4 turns, following either a clockwise or counterclockwise sequence.

NOTE: B-LOC™ Series B400 Locking Assemblies feature self-releasing tapers, meaning collars should release during Step 1. However, if for some reason the thrust collar jam, a light tap on the (6) equally spaced heads of loosened locking screws will positively release the connection.

2. Hub and Locking Assembly are normally removed together. Removal of Locking Assembly only from deep counterbores is accomplished by inserting pull-off screws (not provided) into threads located under cadmium plated locking screws. These threads are NOT to be used for high pulling forces, as thrust collar is only partially threaded.

LOCKING SCREW SIZES AND SPECIFIED TIGHTENING TORQUE Mₜ - B400 LOCKING ASSEMBLIES

<table>
<thead>
<tr>
<th>Metric Series</th>
<th>Inch Series</th>
<th>Mₜ (ft-lb)</th>
<th>S</th>
<th>K</th>
<th>mm</th>
</tr>
</thead>
<tbody>
<tr>
<td>20 x 47 to 40 x 66</td>
<td>3/4 to 1-1/2</td>
<td>11</td>
<td>M 6</td>
<td>5</td>
<td>M 8</td>
</tr>
<tr>
<td>42 x 75 to 65 x 95</td>
<td>1-3/8 to 2-1/16</td>
<td>26</td>
<td>M 8</td>
<td>5</td>
<td>M 10</td>
</tr>
<tr>
<td>70 x 116 to 95 x 135</td>
<td>2-1/8 to 3-3/4</td>
<td>51</td>
<td>M 10</td>
<td>8</td>
<td>M 12</td>
</tr>
<tr>
<td>100 x 145 to 160 x 210</td>
<td>3-7/8 to 6</td>
<td>91</td>
<td>M 12</td>
<td>10</td>
<td>M 14</td>
</tr>
<tr>
<td>175 x 225 to 200 x 260</td>
<td>6-5/8 to 8</td>
<td>138</td>
<td>M 14</td>
<td>12</td>
<td>M 16</td>
</tr>
<tr>
<td>220 x 285 to 260 x 325</td>
<td>214</td>
<td>M 16</td>
<td>14</td>
<td>M 20</td>
<td></td>
</tr>
<tr>
<td>280 x 355 to 300 x 375</td>
<td>293</td>
<td>M 18</td>
<td>14</td>
<td>M 22</td>
<td></td>
</tr>
<tr>
<td>320 x 405 to 340 x 425</td>
<td>420</td>
<td>M 20</td>
<td>17</td>
<td>M 24</td>
<td></td>
</tr>
<tr>
<td>360 x 455 to 420 x 515</td>
<td>565</td>
<td>M 22</td>
<td>17</td>
<td>M 27</td>
<td></td>
</tr>
<tr>
<td>440 x 545 to 1000 x 1170</td>
<td>725</td>
<td>M 24</td>
<td>19</td>
<td>M 30</td>
<td></td>
</tr>
</tbody>
</table>

Mₜ = Tightening Torque
S = Screw Size
K = Key Size
SDS = Square Drive Size
db = pull-out thread, limited only under cadmium plated screws of front thrust collar

For technical assistance, please call 1-800-865-7756

FORCE CONTROL INDUSTRIES, INC.
TAPER-LOCK® Bushings

1008 to 3030
3535 to 6050
7060 to 10085
120100
© INSERT SETSCREWS TO INSTALL   © INSERT SETSCREWS TO REMOVE

WARNING
To ensure that drive is not unexpectedly started, turn off and lock out or tag power
source before proceeding. Failure to observe these precautions could result in
bodily injury.

TO INSTALL
1. Clean shaft, bore of bushing, outside of bushing and hub bores of all oil, paint
and dirt. File away any burrs.
2. Insert bushing in hub. Match the hole pattern, not threaded holes (each
complete hole will be threaded on one side only). ▲
3. “LIGHTLY” oil setscrews and thread into those half-threaded holes indi-
cated by © on above diagram.

CAUTION
Do not lubricate the bushing taper, bushing bore, hub taper or the shaft. Doing so
could result in breakage of the product.

4. Position assembly onto shaft allowing for the small axial movement which
will occur during tightening procedure.
5. Alternately torque setscrews to recommended torque setting in chart below.

CAUTION
Do not use worn hex key wrenches. Doing so may result in a loose assembly or
may damage screws.

6. To increase gripping force, hammer face of bushing using drift or sleeve.
(Do Not Hit Bushing Directly With Hammer.)
7. Re-torque screws after hammering.

CAUTION
Where bushing is used with lubricated products such as chain, gear, or grid
couplings be sure to seal all pathways (where lubricant could leak) with RTV or
similar material.

8. Recheck screw torques after initial run-in, and periodically thereafter.
Repeat steps 5, 6 and 7 if loose.

TO REMOVE
1. Remove all screws.
2. Insert screws in holes indicated by ◆ on drawing. Loosen bushing by
alternately tightening screws.

Recommended Installation Wrench Torque

<table>
<thead>
<tr>
<th>Bushing No.</th>
<th>Wrench Torque (Pound-Inches)</th>
<th>Wrench Torque (Pound-Feet)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1008, 1108</td>
<td>55</td>
<td>4.6</td>
</tr>
<tr>
<td>1210, 1215, 1310</td>
<td>175</td>
<td>14.6</td>
</tr>
<tr>
<td>1610, 1615</td>
<td>175</td>
<td>14.6</td>
</tr>
<tr>
<td>2012</td>
<td>280</td>
<td>22.3</td>
</tr>
<tr>
<td>2517, 2527</td>
<td>430</td>
<td>35.8</td>
</tr>
<tr>
<td>3020, 3030</td>
<td>800</td>
<td>66.7</td>
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<tr>
<td>5535</td>
<td>1,000</td>
<td>89.3</td>
</tr>
<tr>
<td>4040</td>
<td>1,700</td>
<td>141.7</td>
</tr>
<tr>
<td>4545</td>
<td>2,450</td>
<td>204.2</td>
</tr>
<tr>
<td>5050</td>
<td>3,100</td>
<td>259.3</td>
</tr>
<tr>
<td>6050, 7060, 8065</td>
<td>7,820</td>
<td>651.7</td>
</tr>
<tr>
<td>10085, 120100</td>
<td>12,700</td>
<td>1,141.7</td>
</tr>
</tbody>
</table>

▲ If two bushings are used on same
component and shaft, fully tighten
one bushing before working on
the other.

* When installing bushing in sintered
steel product (sheave, coupling,
etc.) follow torque recommendation
shown on product hub if present.
FORCE CONTROL INDUSTRIES, INC.

Providing todays industries with Oil Shear Clutch/Brake & Servo Drives that deliver...
- Flexibility
- Efficiency
- Endurance
- Performance
and
- Dependability

"BUILT TO LAST - GUARANTEED TO PERFORM"

FORCE CONTROL INDUSTRIES, INC.

MAIN OFFICE
P. O. Box 18366
Fairfield, Ohio 45018
3660 Dixie Highway
Fairfield, Ohio 45014
Tel: (513) 868-0900
Fax: (513) 868-2105
E-Mail: info@forcecontrol.com
Web: www.forcecontrol.com